

Tailored Parts for *Your Triumph!*



E-Mail: clubshop@tssc.org.uk and request a copy

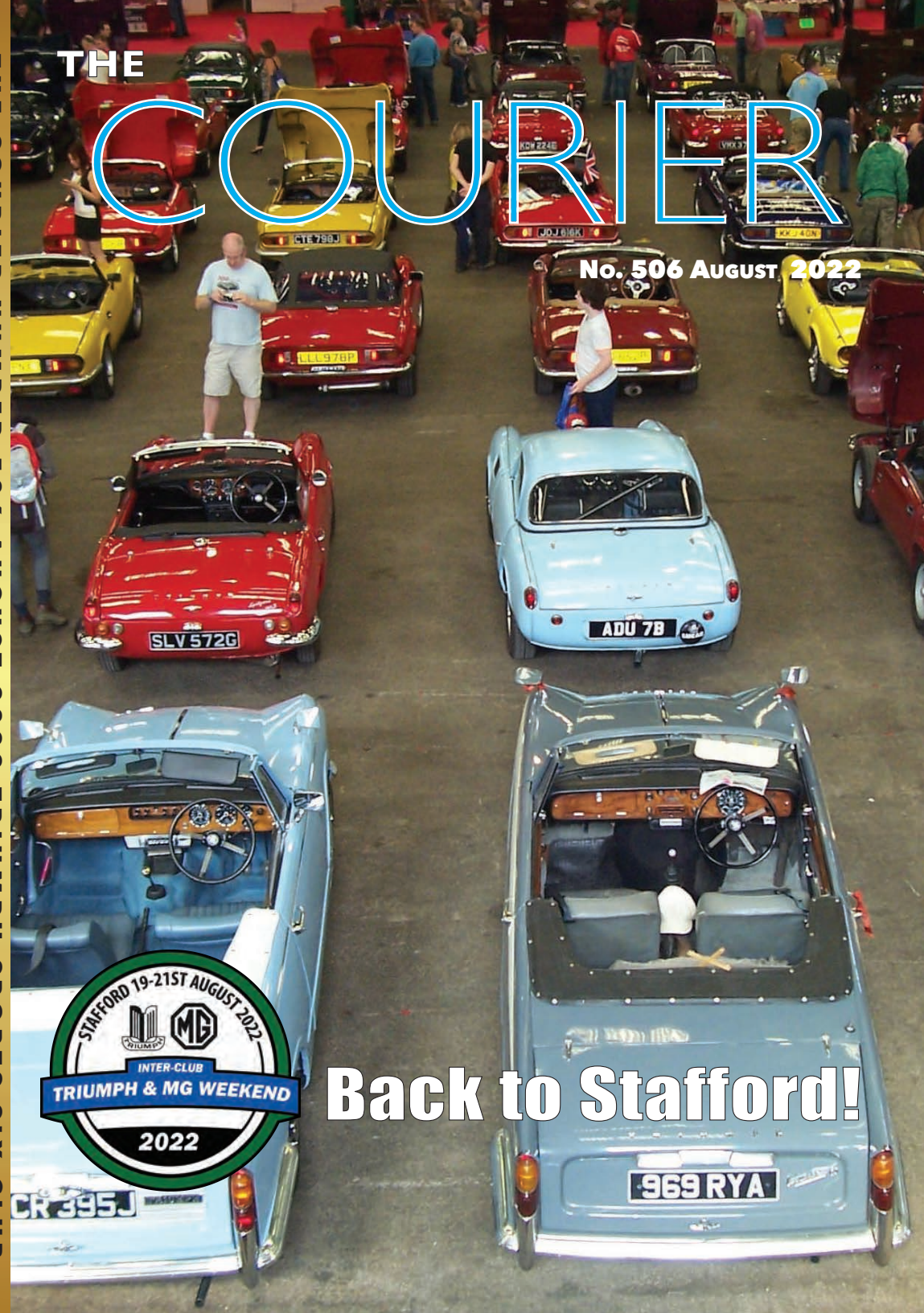
Telephone Orders Mon to Thurs. 01858 434424

or order all products from the TSSC Club Shop

24 hours a day - 7 days a week - Online at

www.tssc.org.uk

THE COURIER NUMBER 506 AUGUST 2022 TRIUMPH SPORTS SIX CLUB



Back to Stafford!

TSSC COUNCIL OF MANAGEMENT 2022

Chris Gunby - Chairman/Gen Sec



Tom Hartley - Director



Tracey Hawes - Financial Lead



Nigel Hill - Area Liaison



Jane Rowley - Director



Carl Swanson - Director



Neville Wright - Director



TSSC HQ TEL. 01858 434424 - 9 TO 5 MON TO THURS

Membership. Angie Hill - info@tssc.org.uk



Club Shop. Julian Rowell - clubshop@tssc.org.uk



Accounts. Trudi Prettyjohns - trudi@tssc.org.uk



Editor: Bernard Robinson - courier@tssc.org.uk



TSSC HONORARY MEMBERS

Chris Allen. Dave & Sue Bayliss.

Trevor Collett. Martin Cox. Eddie Evans.

John & Pam Griffiths. Leon Guyot.

Pip Flegel. Michael Hancock. John Macartney.

Fred Nicklin. Paul Richardson. Bill & Jo Sunderland.

Frank Spencer. Victor & Vivien Thompson. Peter Williams.



The Courier is printed on well-managed FSC Paper using vegetable-based inks. Printing plates are aluminium and are recycled, as are any surplus/old inks, while printing blankets are shredded and used for rubberised play areas and footpaths. The wrapping it comes in is degradable and will break down in the soil.



Insurance solutions for Triumph Sports Six Club members.



At Footman James we understand that every classic vehicle owner is different and with **FJ+** enthusiasts can build their policy from a range of cover options including **breakdown, agreed value, salvage retention and spare parts.**

Whether you prefer to transact on the phone or online*, FJ have you covered, including access to our online document portal, allowing you access to your policy documents digitally at all times.

Call our friendly UK team on
0333 207 6080
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*Online transactions 18+ and does not include Multi-vehicle or Flex cover. All cover is subject to insurers terms and conditions, which are available upon request. Footman James is a trading name of Advisory Insurance Brokers Limited. Registered in England No. 4043759 Registered Address: 2 Minster Court, Mincing Lane, London, EC3R 7PD. Authorised and Regulated by the Financial Conduct Authority. FP.ADGE.2161.04.21

THE August 2022 COURIER

Price £3.50 Free to Club Members.

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BACK TO STAFFORD
AUG 19 TO 21
PIC BY Dave Rumens

Courier Copy/Area news



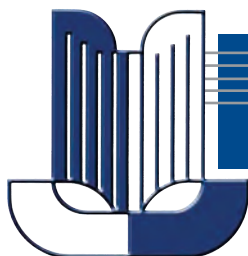
Editor. Bernard Robinson
e-mail: courier@tssc.org.uk

We will only accept e-mail TEXT & jpeg files
NO Word/etc Document attachments please
Courier Copy By 8th of Each Month
Tel: (01858) 434424 Fax: (01858) 431936

THE GET OUT

Whereas every care is taken to publish accurate information, the Editor and the Council of the TSSC do not necessarily agree with all the views expressed within THE COURIER and cannot accept any liability for erroneous or misleading information found therein. © Triumph Sports Six Club Limited 2022

Privacy Notice: The data controller of personal data of members of the Triumph Sports Six Club is Triumph Sports Six Club Limited. Such personal data is processed in accordance with the Club's Data Protection Policy which details how the Club uses personal data. This Policy is available on the Clubs website and a copy can be obtained from the Club's Headquarters.



TSSC HQ Services

Tel 01858 434424 E-mail info@tssc.org.uk

TSSC Head Quarters is Open to Visitors
9am to 5pm - Monday to Thursday.

Head Quarters is Closed on Fridays

TSSC MEMBERSHIP & RENEWALS

Worldwide Membership & Renewal £51.00
Young Member (Age 17 to 25) £25.50

Direct Debit: Worldwide Membership &
Renewal (From UK Bank Account Only) £45.00
Young Member (Age 17 to 25) £22.50

Members joining/renewing by Direct Debit can expect their fee to be collected by the TSSC on the nearest working day to the 13th of the month prior to their membership expiring

TSSC MEMBERSHIP ENQUIRIES

Angie Hill, TSSC HQ - Sunderland Court, Main Street, Lubenham, Market Harborough, Leics. LE16 9TF. Tel: 01858 434424 Fax: 01858 431936
e-mail: info@tssc.org.uk Website: www.tssc.org.uk

INSURANCE VALUATION SERVICE -

Please always Book an appointment in advance if requiring a Valuation at HQ.

Email Valuations

e-mail Form To: TSSC Valuation Service

e-mail: courier@tssc.org.uk

Form on Website: www.tssc.org.uk

TSSC INSURANCE PANEL Contact Numbers

FOOTMAN JAMES & CO LTD

Tel: 0333 207 6080 Fax: 0333 207 6104
FJ Breakdown Recovery - 0800 132 278

PETER JAMES LIMITED

Tel: 0121 506 6040 Fax: 0845 2233 020

LANCASTER INSURANCE

Tel: 01480 400763

CLASSICLINE INSURANCE

Tel: 01455 639 000

CLUB SHOP - Mail Order or Local Pick Up

TSSC HQ Team, Sunderland Court
Main Street, Lubenham, Leics. LE16 9TF
e-mail: clubshop@tssc.org.uk
Shop Online: www.tssc.org.uk
Tel: 01858 434424 Fax: 01858 431936

TSSC ACCOUNTS

Trudi Prettyjohns, TSSC HQ, Sunderland Court,
Main Street, Lubenham, Leics. LE16 9TF
e-mail: trudi@tssc.org.uk Tel: 01858 434424

TSSC MUSEUM - Open Mon to Thurs

TSSC HQ, Sunderland Court,
Main Street, Lubenham, Leics. LE16 9TF
e-mail: info@tssc.org.uk

TSSC SHOW CAR REGISTER

TSSC HQ, Sunderland Court,
Main Street, Lubenham, Leics. LE16 9TF
e-mail: info@tssc.org.uk

COUNCIL OF MANAGEMENT **2022 meetings:**

31st August

23rd Oct and 15th Jan 2023

TSSC AGM **24 September**

Any member who has any item of business that they wish to be discussed at a Council of Management meeting should send the item to:

**Chris Gunby, Riverside Forge,
Water lane, North Witham, Lincs,
NG33 5LJ**

Tel. 07843 435190

or email: chairman@tssc.org.uk

Please ensure that any items you wish to raise on the Council of Management Agenda are received by the General Secretary at least two weeks before the date of the Meeting

Are You the Missing Link?

Being a member of the TSSC is a benefit for everyone involved whether it be getting help to mend your Triumph or access to that rare part you have been looking for.

A large part of **OUR** club is the events that are put on for you all to enjoy by our local area's and by the Team at HQ.

The biggest event of our calendar is in a couple of weeks on the weekend of **19th to the 21st August 2022 at the Stafford county show ground Staffordshire ST18 0BD**, we will be making a return to Stafford with our friends at the TR Register and the MG Car Club along with the Triumph Stag Club for what will be a fantastic weekend.

Full of things to do and lots of old and new friends to meet as well as lots and lots of cars from daily runners through to the very best examples in the country.

All of this is being organised by a team of enthusiastic members who make the TSSC and the other clubs what they are today but we can only do so much.

We need you to come and support us with out our members attending we have a missing link!

I know of many people who are very excited to be going back to Stafford, if its your first time and you have never attended before or your twentieth please make the effort to come and have a great weekend (or day)with like minded enthusiasts in a fantastic setting with Triumph's every where.

You can still book tickets on the TSSC website www.tssc.org.uk (**TSSC Shop then click Events**) or pay on the gate on the day (extra £5) per person.

If you have ever thought about attending our International Event and haven't so far then this is the year you need to do it.

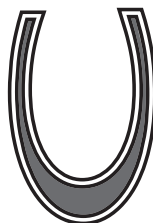
Looking forward to seeing all the anniversary displays this year with 60th's for the Mk1 Spitfire the 1600 Vitesse and the Courier van and 50 years of the 1850 Dolomite all with special displays at the Stafford event.

Come along and see what will surely be one of the best events of the years and...

...Do More with Your Triumph!



CHRIS GUNBY
TSSC CHAIRMAN



EVENTS CALENDAR

e-mail courier@tssc.org.uk

TRIUMPH
SPORTS SIX
CLUB

TSSC NATIONAL, REGIONAL & EUROPEAN EVENTS

See also further adverts in Courier

August 2022

FRI SAT SUN 19 20 21 AUGUST 2022
INTER-CLUB TRIUMPH WEEKEND
STAFFORD COUNTY SHOWGROUND
STAFFORD TEL. 01858 434424
EMAIL - info@tssc.org.uk
www.triumphweekend.com

September 2022

FRI SAT SUN 2 3 4 SEPTEMBER 2022
BOND EQUIPE WEEKEND
ROYAL AGRICULTURAL UNIVERSITY
AT CIRENCESTER
CONTACT: GUY SINGLETON 01672 514241
email. guy@bondequipe.org

SUN 4 SEPTEMBER 2022
TSSC DEVON AREA TOUR OF DEVON 2022
CONTACT sue@jassy.org.uk

SUN 4 SEPTEMBER 2022
TSSC HERTS & BEDS
DUXFORD ALL TRIUMPH & CLASSICS DAY
IWM DUXFORD - CB22 4QR
CONTACT PETER LEWIS. 01582 750943
EMAIL . peter.h.lewis@ntlworld.com

CLASSIC CAR SHOWS (CLUB INVITED)

August 2022

FRI/SAT/SUN 26/27/28 AUGUST 2022

CLASSIC SILVERSTONE

www.silverstone.co.uk/classic-car-clubs

Discount Code **005CCDP22**



November 2022

FRI 11 SAT 12 SUN 13 NOVEMBER

NEC CLASSIC MOTORSHOW

DISCOUNT TICKET CODE **N22CC137**

www.necclassicismotorshow.com/tickets

Insurance Valuations

Insurance Valuations can be done via E-mail.

Valuation Forms Available from here:

www.tssc.org.uk. Click on 'The Club' in Left hand Menu. then Scroll down to Club Document Downloads. Download TSSC Insurance Valuation Form, print off, fill it in, Scan or Take a Picture of it and email this to Bernard at: courier@tssc.org.uk with Minimum of 4 Pictures attached.

£20 Payment By BACS Transfer only please as
This is much more Secure than Card details.

Sort code 53-81-46. Account number 87120461
Triumph Sports Six Club Ltd.

Please put Name & Membership Number
on the payment for reference. Thank you.



POLICYHOLDER'S DETAILS									
Important: MUST BE COMPLETED (If Not a TSSC Insurance company then this is not an Agreed Valuation)									
Title (Mr/Ms/Mrs) and Full Name(s) Surname									
*Membership No. Membership Expiry Date									
Address (including Post Code) Post Code									
Daytime Tel. No.					Evening Tel. No.				
Fax No.					Email:				
*Must be completed with current TSSC membership number and expiry date to validate certificate.									
VEHICLE DETAILS - MUST BE COMPLETED									
Model & Mk.	Reg Number	Body Type	Engine Size CC	Tax if UH Drive	Paint / Finish	Year of Manufacture	Recorded Mileage at Valuation	Date of purchase (Year)	Purchase Price
Overall Conditions - CONCOURS, A1+, A1/S - Serviceable, P - Project									
Body	Paintwork	Chassis & Suspension	Interior	Engine	Transmission & Drivetrain	Electrical	L&P Rotten Valuation Page of Vehicle File		

NOTE: This certificate will be filled in by a TSSC APPROVED VALUER ONLY

CONCOURS: The vehicle and its components must be in a condition of original specification, free from alterations, faults and wear, may be required. Only apply to vehicles previously entered or being eligible for entry in concours competition and evidence of entry may be required.

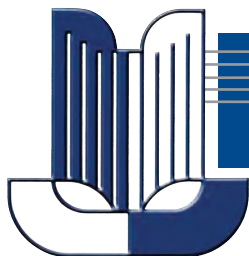
A1+ - SERVICEABLE: The vehicle must be in a standard condition with no major faults, and should work efficiently.

P - PROJECT: The vehicle is usually in need of a full restoration of all its components.

YOU MUST BE A CURRENT TSSC MEMBER OR TSSC VALUATION REVERTS TO 'MARKET VALUE'

NOTE: This certificate will NOT be TSSC Backed unless Insurance is with a TSSC Insurance Panel Company

Provided the details and pictures submitted are in colour, a file will be created. If the Club Car has been over a value stated in the event of a dispute, the Club reserve may request more information in a general magazine.



Derwent Valley Charity Presentation

In January 2022 the Notts and Derwent Valley areas of the TSSC held their annual New Year Run and for a few years now have been using the opportunity to raise money for a local well deserving charity. This year we chose **'Derby Kids' Camp'**, which is an entirely volunteer-run charity that provides free holidays for over 300 of Derbyshire's most deserving children each and every year.

On 19th June, we finally met **Chris Edwards**, the chair of the charity, to present him with our cheque for £250. Chris took the opportunity to explain a little more about the charity and the work they do and emphasised

NEWS REVIEW

Monthly News of a Triumph Nature

that our donation of £250 is not considered by to be a small amount by Derby Kids' Camp as it would enable two children to enjoy what could be their first ever holiday.

He went on to explain that *"these children face huge challenges in their day-to-day lives: from poverty to bereavement; social interaction difficulties and the challenges of being a young carer. A week at Derby Kids' Camp gives them the chance to try out new activities, explore new surroundings, make new friends – and more importantly, enjoy being a kid!"*

Whilst Chris was with us, we asked him to judge the cars on display at the Peak Run and decide in his opinion, which was the 'Car of the Show'. The winning car was a Spitfire MkII owned by Keith Lister who was shocked and for once speechless upon the hearing the announcement. He was so elated that he even allowed Chris to drive it around Carsington Waters.

If you wish to know more about **Derby Kids' Camp**, you can visit their website at www.derbykidscamp.co.uk



Celebrating the Anniversaries

There will be special displays at Stafford, indoors for all the Anniversary cars, namely: **60 years of Vitesse 1600, Mk1 Spitfire and Courier van & 50 years of the 1850 Dolomite**

Chris Gunby



OFFER for August 2022

Tel. 01858 434424 **web.** www.tssc.org.uk

e-mail. clubshop@tssc.org.uk

The Last 6 - NEW Watling Towbars - Ever!

For August we have a one off unique Offer for Herald/Vitesse & 2000 Owners
Watling are Ceasing Production of Triumph Towbars, so this is the
Last Chance to Buy!



PTR18 x 4 HERALD/VITESSE £180.00

PTR27 x 2 2000/2500 SALOON £180.00

When they've Gone they've GONE

P & P 10Kg

Vitesse 1600, Mk 1&2

DAVE RUMENS vitesse@tssc.org.uk

Vitesse for Forty Six Years

Hello all, This month is the Club's big event the Inter-Club at Stafford and we will be celebrating the introduction of both the Spitfire and the Vitesse back in 1962 with a display of early cars.



Pic.1.



Pic.2.



Pic.3.

In the case of the Vitesse this will be any 1600 model, 1962-1966. Pictures 1 to 5. Sorry no 2 Litre



Pic.4.

cars in the hall. We are looking for up to 30 cars to display in the hall and they don't have to be in show condition. So, if you are inter-



Pic.5.

ested then please let me know. This only applies to the display in the hall and all models of Vitesse are very welcome at Stafford.

This month **Ian Holliday** tells us of his experiences with his Vitesse over forty-six years.

"Thank you Dave, I live in South Wingfield, Alferton, Derbyshire. I've produced the story below in case you want to use it in the Courier but it ends up with a request for advice/help. I'm sending it to you and the local TSSC leaders in the hope that someone may be able to recommend to me a means to get this car rebuilt, perhaps a local restoration expert or local members who might be interested in helping me to do it piecemeal. Here's my story of Triumph Vitesse Mk2 convertible VYR

327G. I bought this 1969 car in April 1976 for £540 from a garage in Donnington, March, Cambs. It was perfect for us newly-weds to travel in down to Devon/Cornwall in the long, hot, dry summer of 1976, so it was hood down all the way to our hotel in Gunnislake right on the county boundary. The drought was so set-in the government appointed Denis Howell as Drought Minister and there was no need for the hood to be raised during the whole holiday. Denis eventually succeeds in making it rain - halfway across Bodmin Moor on the way home it suddenly chucked it down and I had to stop and put up the hood and that was the end of that wonderful summer! I used the Vitesse for work, even having the company radio installed to enable me to be given jobs to visit and it was all great fun driving it every day even though I was at work! During one blast up the A1 from Cambridge to Peterborough a big end failed so recovery was necessary.

Fortunately, no collateral damage and the next weekend a mate helped me lift the engine out using a rope round a scaffold pole borne on our shoulders. I rebuilt the engine and all was well again.

Our first daughter, Clare was born in July 1977 and we brought her home in a carrycot laid on the back seat of the Vitesse but when our second daughter Amy was born in July 1979 the baby-carrying arrangements became inadequate so a new family car was required - a Triumph 2000 estate. I was

able to store the Vitesse in farm barn behind our house in Girton, Cambridge pending smartening-up as a hobby car and building a garage. Two years later, double garage built and farmer's wife

pressing me to get "rid of that car" I pushed it round one weekend and dismantled it. My new garage was big enough to stash the component parts around the walls and still get in my 2000 estate and my wife's mini. I got the chassis shot-blasted and painted it with Rustoleum red oxide. I took the body tub to a local college where at evening class I learnt to gas-weld to effect repairs to the tin-worm damage. However, in spite of making some progress, increasing demands of family life and work commitments the project stalled.

One November I went to the NEC Classic Car Show and joined the TSSC on the stand in the hope that joining the club would encourage me to get on with it. It always remained a project on my To Do List but 2 house moves later (the removal men always took it in their stride to load a dismantle car into the removals van!) and the passing of many years it was shifted to the "Retirement Projects" list. Now, here I am in Derbyshire, almost 10 years into retirement and having to concede that I don't really have the necessary skills, ability or capability to do the restoration and rebuild myself. It is, though, still a viable project, the parts always having been dry-stored and all there to be put back together. I'd be happy to pass them on to anyone able to do so or, even better, have it done for me by an expert. Any advice would be greatly appreciated! It would be fantastic to get another of these super cars back on the road in A1 condition.

Dave, many thanks for your response. Please see 2 attached pictures. [Pictures 6 to 7](#). Not brilliant I'm afraid but all I've got. Long before digital photos of course



but they scanned quite well. The Vitesse replaced the blue mini into which I had inserted an 1100cc engine from my father-in-law's scrap car. The guy who bought it went off like a rocket! I should have kept the mini gearbox under the engine!! Sorry about the delay - long



time finding them in old albums and been away awhile celebrating my oh So Big birthday - my daughter arrived by complete surprise from South Africa for it! I hope I've caught Bernard's deadline just in time, if not there's always next month!!" Kind regards,

Ian.

If anybody can help Ian with his restoration,

then please get in touch with me and I will pass your details on.

Well done Ian keeping your Vitesse over such a long time to rise another day.

That's it for this month and see you at Stafford.

Safe Driving and...

... "Keep them running on all Six"

Dave



Fuel Costs Rising!

Tel. 01858 434424 web. www.tssc.org.uk

e-mail. clubshop@tssc.org.uk

Locking Petrol Caps Herald & Vitesse

This item has been requested from members for quite a while now and TEX have come up with a nice solution to stop your car being vandalised for petrol.

COMES COMPLETE WITH INSTRUCTIONS
AND FIXINGS

BLACK LOCKING FUEL CAP

£25.00 P&P 1.kg



TSSC CONCOURS ENTRY FORM 2022

ABOUT YOU

Name.....

Address.....

.....

County.....

Postcode

Country

Telephone No

e-mail

YOUR CAR

Model & Series

Colour

Registration

Annual Mileage

Advance Entries by
email by
15th August 2022 and
up to 10.00am on the
day at the Concours
Desk.

By E-mail
steven.taylor10@
Ntlworld.com

Tel:
07506 583833

CONCOURS CLASSES

You can enter **ONLY ONE** appropriate class
Please circle this clearly

**Best in Show is Selected
from all Classes**

Best Soft Top

Best Hardtop

Best Original Car

Best Restoration

NOTE:

Once at Stafford you will need to attend the
Concours desk (even if you have entered in
advance) to obtain a token to be able to get
your car into the Exhibition Hall

PTO for Concours Rules



Scans & Pics of this form
are acceptable

e-mail: steven.taylor10@Ntlworld.com

TSSC TRIUMPH & MG WEEKEND - STAFFORD CONCOURS RULES 2022

GENERAL

1. All cars entering must be taxed, MOT'd and insured. MOT and insurance certificate must be available for inspection on request by club officials.

2. Cars can be transported to the event on a trailer. This **MUST** be declared and will be reflected in the marks awarded by the judges. A points deduction of 10 points will be applied if trailering is declared in advance or at the time of booking in. This will increase to 20 points if trailering is undeclared (and subsequently known otherwise by the judging team) when booking in to the concours or prior to start of judging.

3. All entrants must be current members of the Triumph Sports Six Club or an invited classic car club.

4. The Concours Organisers' decision will be final and no discussions on the marks awarded will be entered into.

5. Judging of the classes will commence at 10.30 a.m. on the Sunday and entries will close at 10.00 a.m. on the Sunday. No late entries will be accepted.

6. The prize giving will take place at approximately 3.00 p.m. on Sunday. No car must be moved until the prize giving is finished. Any car leaving before prize giving may be disqualified from the competition and any prizes forfeited.

7. **Car of Show:** This is the premier award in the TSSC Concours. The winner will be selected from **all** cars entered in the competition.

THE CLASSES

8. The following classes will be held: **Best Soft Top, Best Hard Top, Best Original Car, Best Restoration.** Only one class can be entered each year.

9. A minimum of 3 cars must be entered in each class otherwise that particular class will be withdrawn and vehicles will be entered into a 'Triumph' class.

10. The winning car in each class must enter the Master Class once before returning to the

Advance Entries by
email by
15th August 2022 and up
to 10.00am on the day at
the Concours Desk.
By E-mail
steven.taylor10@
Ntlworld.com
Tel:
07506 583833



NOTE:

Once at Stafford you will need to attend the Concours desk (even if you have entered in advance) to obtain a token to be able to get your car into the Exhibition Hall



// TRADE SHOW & AUTOJUMBLE
// AUTO TEST ACTION
// LIVE ARENA & MUSIC
// SEMINARS
// CAMPING
// BAR & HOT FOOD
// CONCOURS D'ELEGANCE
// 60 YEARS OF SPITFIRE & VITESSE
// 60 YEARS OF MGB
// 50 YEARS OF DOLOMITE



TRIUMPH & MG WEEKEND

19 - 21 August 2022
Stafford Showground
Advanced booking discounts online

TICKETS : www.tssc.org.uk
Click on TSSC Shop then on Events Logo
Booking Form over the page





INTER-CLUB

Triumph & MG Weekend

19 - 21 August 2022

Stafford County Showground,

Weekend Ticket £35.00 Per Person

Camping £5.00 Per Night, Per Person

Saturday - Day ticket £20.00 Per Person

Sunday - Day ticket £15.00 Per Person

UNDER 16s FREE

Young Members - W/end £17.50 Sat or Sunday entry £10

P&P Per Ticket Order please add £2.00

Which Triumph/MG Club are you a Current Member of?

Date. **Membership No**/.....

Number of Tickets required: Weekend **Sat** **Sun**

Camping No. Persons **Number of Nights**

Name (MR. MRS. MISS. MS.)

Address

Post code **Daytime Tel No**

E-mail

Please Make Cheques payable to TSSC Ltd and Return Form to:

**Triumph Weekend, Triumph Sports Six Club, Sunderland Court,
Main Street, Lubenham, Market Harborough. LE16 9TF**

BOOKING FORM ALSO ONLINE AT www.tssc.org.uk

Card No/...../...../...../...../...../...../...../...../.....

Expiry Date/...../.....

Valid From/...../.....

SVN No/...../...../ (Last 3 digits above Signature)

Name on Credit Card

Payment by Cash ☐ **or Cheque** ☐ **Total £**

Note: Ticket Bookings Close Friday 12th August 22

SHOW SCHEDULE

FRIDAY

15:00 Showground and camping opens (no admittance before this time)

17:00 Bar opens in Ingestre Suite

18:30-21:00 Food available in the Ingestre Suite, see the menus on the tables

20:00 Disco begins in the Ingestre suite

SATURDAY

8:00 Gates open for day ticket admissions

9:00 Bingley Trade Hall, Bring and Buy and Autojumble opens

9:30 AutoSOLD – Sign on opens in the Ingestre Suite car park

10:00 Official opening by Wayne Scott and Sam Colman in the Moss Live Arena

10:00 AutoSOLD morning session commences

11:00 Seminars commence – see Ingestre Suite for schedule or ask at the TR Register stand for the full programme of seminars

11:30 The Brightsides perform on the bandstand

12:00 AutoSOLD morning session ends

13:00 AutoSOLD lunch break

13:30 The Brightsides perform on the bandstand

14:00 AutoSOLD afternoon session commences

15:30 The Brightsides perform on the bandstand

16:00 AutoSOLD afternoon session ends

16:30 International Parade in the main arena – We would like to welcome and celebrate all owners of Triumph and MG cars that have travelled from outside the UK to the event this weekend. So, on Saturday at 16:30 please bring your car into the Moss Live arena.

17:00 Bar opens in the Ingestre Suite

18:30-21:00 Food available in the Ingestre Suite, see the menus on the tables

20:00 Live Band 'The Classics' and Disco into the early hours

SUNDAY

8:00 Gates open for day ticket admissions

9:00 Bingley Trade Hall, Bring and Buy and Autojumble opens

9:30 Concours and Pride of Ownership Awards Ceremony in Bingley Hall

10:00 Gymkhana – Begins in the Ingestre Suite car park.

10:30 Official opening by Wayne Scott and Sam Colman in the Moss Live Arena

11:00 Seminars commence – see Ingestre Suite for schedule or ask at the TR Register stand for the full programme of seminars

11:30 The Brightsides perform on the bandstand

13:00 Gymkhana lunch break

13:00-14:00 Dog Show – A fun dog show to reward the event's best pooch! Several classes will be offered, open to all, but primarily aimed in getting children involved. Have you and your dog got what it takes? All dogs must be kept on a lead.

13:30 The Brightsides perform on the bandstand.

14:00 Gymkhana ends.

15:30 The Brightsides perform on the bandstand to close the show.

16:00 Event closes.

Please Turn Over for Moss Live Arena Schedule

MOSS LIVE ARENA

WITH WAYNE SCOTT AND SAM COLMAN

Don't forget, your car is the star in the Moss Live Arena at the Triumph and MG Weekend so, please don't be shy about bringing it in, we want to see your car, meet you and hear your story. The marshals may pop a sticker on your windscreen asking you to bring your car into the arena at a certain time, but if they miss you and you feel you fit into one of the categories in the schedule, just turn up in the holding area and we will include you!

For anniversary parades, don't wait to be invited, more the merrier so please come and join us to celebrate with cake and a glass of fizz.



SATURDAY

10:30	Show opening and preview
10:40	Pre-war cars through to 1949, including the 90th anniversary of the MG J2 and 75 years of the Y-type
11:00	Triumphs and MGs of the 1950s, 1960s and 1970s
11:30	Break for music in the bandstand with the Brightsides
12:00	TS2, (the first right-hand drive Triumph TR) arrives at the arena from her Round Britain Relay to celebrate the birth of the TR (2015) and an example of each of the TR range through the eras of the model's development
12:30	Triumph Spitfire (60 years) and Triumph Dolomite Anniversary (50 years). Anniversary cars will parade around the ring, in a pageant of celebration. Cake and a Glass of Fizz for all owners
13:00	MG8 Anniversary (60 years) + 90 years of the MG J2 and Y-types. How many MG8s can we get parading around the ring at once lead by our J2s and Y-types? Bring yours in! Cake and a Glass of Fizz for all owners
13:30	Break for music in the bandstand with the Brightsides
14:00	CARKHANA HOUR - Bring your Triumph or MG into the arena for our precision driving challenge!
15:00	Post - Abingdon MGs with MG Metro, Maestro, Montego, MGRV8, MGF. Anniversary cars will parade around the ring, in a pageant of celebration. Cake and a Glass of Fizz for all owners
15:30	Break for music in the bandstand with the Brightsides
16:00	Muscle Power with Triumph and MG V8s - from TR7 V8s, to Stags and MG8s.
16:30	INTERNATIONAL PARADE (Saturday only)
17:00	Arena closes

SUNDAY

10:30	Show opening and preview
10:40	Pre-war cars through to 1949, including the 90th anniversary of the MG J2 and 75 years of the Y-type
11:00	Triumphs and MGs of the 1950s, 1960s and 1970
11:30	Break for music in the bandstand with the Brightsides
12:00	Muscle Power with Triumph and MG V8s - from TR7 V8s, to Stags and MG8s
12:30	Triumph Spitfire (60 years) and Triumph Dolomite Anniversary (50 years). Anniversary cars will parade around the ring, in a pageant of celebration. Cake and a Glass of Fizz for all owners.
13:00	MG8 Anniversary (60 years) + 90 years of the MG J2 and Y-types. How many MG8s can we get parading around the ring at once lead by our J2s and Y-types? Bring yours in! Cake and a Glass of Fizz for all owners.
13:30	Break for music in the bandstand with the Brightsides
14:00	Triumph and MG Derivatives, Specials and Prototypes
14:20	Classic Saloons - Magnette, Triumph 2500, Triumph Toledos
14:40	Triumphs and MGs from the 1970s to the 1990s - from the Triumph TR6 through the post-Abingdon MGs, to MGF. Anniversary cars will parade around the ring, in a pageant of celebration. Cake and a Glass of Fizz for all owners
15:00	MG in the modern era 2001 onwards (Zed ranges, TF, SMC built cars).
15:30	Final set in the bandstand with the Brightsides
16:00	Arena closes

SITE MAP

Please Note:

NO Electric Hookups available - Medical Use Only
Generators Allowed: Curfew at 10pm



- 1** TRADE HALL & CONCOURS
- 2** INFORMATION POINT
- 3** AUTOJUMBLE
- 4** GENERAL SHOP
- 5** SEMINARS & INT'L RECEPTION

- 6** OTHER SEMINARS
- 7** GUEST CLUBS
- 8** ROAD RUN
- 9** DOG SHOW
- 10** MOBILITY SCOOTER SALES

- 11** OVERFLOW CAMPING
- 12** VISITOR PARKING
- 13** MINIATURE RAILWAY
- 14** RETRO CARAVANS
- +** FIRST AID POINT

- CAMPING**
- MARQUE PARKING**
- ELECTRIC HOOK UP (MEDICAL)**
- TOILETS**
- SHOWERS**



INTERNATIONAL LIAISON

JOHN LAY & JESS SMALE
international-liaison@tssc.org.uk

Summertime in Israel

As we put this month's column together, we realise that some of our members will be experiencing winter, but hope that more northerly based readers around the world are taking full advantage of the summer weather to get out in their Triumphs - really making the most of it, especially if able to go topless. If you are out and about anywhere outside the UK and take a few pictures of your cars, please do send a few to us and we'll be delighted to give your Triumph its (much deserved) "five minutes of fame" in The Courier.

Meanwhile, we have been hearing from members a little further south, whose climate we



summer, is difficult to imagine.

To help us get a flavour of what it's like, our Country Contact **Michael Kaye** has sent us this report from **Israel**:

Its summertime in Israel and the implications for regularly driving

Car Shade!



a 55 year-old Vitesse convertible in the scorching summer heat have become painfully apparent. The situation here is wholly different from summer driving in the UK. The car can handle the heat, it's the human body that can't. After 5 minutes in a convertible with the sun beating down you realise that

were envying only recently, but whose climate had begun restricting to early morning or evening runs as early as June - so what it's like for them in high

this isn't going to work. I find I am reduced to stealing a drive here and there and only in the early morning or after dark.

I have therefore used this time to sort out some of the mechanical problems with my car. Firstly, I had an issue with exhaust fumes constantly blowing into the cockpit via backdraft from the

twin exhaust pipes at the rear. I have solved this by attaching some garish chrome exhaust pipe tips (see photo attached) which successfully direct the exhaust downwards, escaping any backdraft.

I actually plan to replace the twin system with a single stainless-steel model fitted as it was originally designed to be. This upgrade will also give me more ground clearance to handle speed bumps and off-road trails which are problematic with the low-slung twin exhaust.

I have also had to find the best way of keeping the Vitesse in the shade as I don't have a garage. I have tried various car covers (my wife complains that the Vitesse has more clothing choice than she does) but in the end I bought a car shade (see photo attached) and I'm very happy with the result. The car is now kept out of the sun and I can

work on it in relative comfort. I have been able to oil the trunnions, replace air filters, top up the gearbox oil, fix broken panel lights and tighten the steering column which kept moving up and down.

My clutch has been problematic from the start. I found that the master cylinder was linked to the clutch pedal mechanism by an ill-fitting nut



and bolt and not the mandated clevis pin. The resulting slackness and movement not only failed to engage the clutch properly but also, I believe caused the master cylinder to leak. I

therefore decided to replace the master cylinder as well as the nut and bolt. Bleeding the system from the slave cylinder is a two-person job but I had to manage it alone using a coffee mug to receive the clutch fluid as I blindly pumped the clutch pedal from inside the car (see photo attached). I stopped bleeding the system when I no longer heard any bubbling from the coffee mug, a bit 'Heath Robinson' but it's done the job.

Finally, I have found that my Vitesse easily carries my mountain bike on the back seat so I have no need of a bicycle carrier when I go on bike



trips. I just lower the frame into the car rear wheel first behind the driver seat and secure it with the rear seat belt (see photo attached). It is also necessary to tie the handlebar and front wheel in a static position with a quick release luggage tie.

Wishing you all some cool summer driving in our fantastic cars.

Thank you to Michael - cool summer driving sounds good to us!

Talking of fantastic cars, we're delighted to be able to close this month with a message from **Edgardo Michelotti**. We introduced ourselves after Michael Kaye pointed him out to us.

He replied: **"To all the members of the Triumph Sports Six Club a warm greeting from Edgardo Michelotti in the name of my father Giovanni Michelotti, the designer who gave you all the most beautiful cars in the world. A warm hug."**

Well, that warm hug certainly gave us a warm glow and we will keep in touch with Edgardo.

Do please keep in touch with us on
tssc.international@gmail.com

- we always love to hear from you and look forward to sharing your news with members across the world

Jess & John

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Herald 13/60 front lamp panel 812140	£150.00
Herald 1200 front wings	£240.00
Herald 13/60 front wings	£180.00
Vitesse front wings	£210.00
Front wing 'D' plates 703627/8	£15.00
Windscreens drip channel	£24.00 pair
Herald/Vitesse door skins 901338/9	£150.00
Door Skin repair panels	£36.00
Tread plate repair panel	£15.00
Front Footwell	£120.00
Front floor mounting bracket fr 607548	£12.00
Front floor mounting bracket rear 607549/50	£12.00
Rear floor mounting bracket 607655	£15.00
B post mounting bracket 703625/6	£30.00
Stainless steel tread plate finisher	£48.00 pair
Herald 948/Vitesse rear centre valance	£120.00
Herald 1200/13.60 rear centre valance	£132.00
Inner front wheel arch 903075/6	£96.00
Rear outer wheel arch 802845/6	£96.00
Front/Rear wing arch repair panel	£36.00
Rear wing front repair panel	£24.00
All chassis outriggers/side rails/boot extn.	£30.00 each
Herald/Vitesse Body Mounting Kit	£36.00
Rear overriders 703708/9	£75.00
Bonnet corner mouldings 706161/2	£36.00 pair
Wheel arch/bulkhead seal 704033	£4.00
Chrome bonnet catch 607663	£60.00
Boot hinges	£36.00 pair
Door to glass outer weather strip	£12.00
Front suspension shim 122022	£1.80
Caliper repair kit inc pistons type 12	£30.00
Caliper repair kit inc pistons type 14	£30.00
Caliper repair kit inc pistons type 16P/16PB	£36.00
Recon exchange caliper type 12	£60.00
Recon exchange caliper type 14	£48.00
Recon exchange caliper type 16P/PB	£72.00
Brake pads type 12	£19.50 set
Brake pads type 14	£12.00 set
Brake pads type 16P/16PB	£15.00 set
Her/Vit Recon steering racks RHD (exchange)	£96.00
Track rod ends	£9.60 each
Rear shock absorber GSA385	£18.00
Front shock absorber	£24.00
Herald 3 Syncro (exchange gearbox)	£480.00
Vitesse (exchange gearbox)	£480.00
Fibreglass Gearbox Tunnel Cover	£72.00
Recon Exchange Diff	£480.00
Recon Exchange Diff (NCW&P)	£600.00
Herald recon exchange drive shaft assembly	£240.00
Herald/Vitesse non rotoflex drive shaft	£90.00
Universal joint grease nipple type	£9.60
Herald voltage regulator Unipart GEU 6603	£30.00

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Vitesse HT lead set	£18.00
13/60 HT lead set	£12.00
Herald oil filter GFE 119/150	£6.00
Spark plugs 1200/12.50 (set of 4)	£12.00
Vitesse 2 Litre clutch kit	£96.00
Clutch slave cylinder 13/60	£36.00
Boot catch 611225	£24.50

TR7

Early type bonnet (single bulge) WKC170	£150.00
Doors FHC WKC5286 LH	£420.00
Door skins YKC74 LH	£150.00
LH rear wing Coupe, original	£420.00
Late type boot lid XKC3854	£180.00
Rear deck assembly convertible WKC4255	£96.00
Window regulators XKC325 L/H only	£36.00
Door/glass outer weather strip R/H YKC101	£6.00
Radiator grille R/H convertible WKC3674	£60.00
Petrol tank retaining strap TKC131	£12.00
Petrol tank	£360.00
Petrol tank sender TKC3408	£42.00
Rear lamp assembly R/H TKC232	£150.00
Recon TR7 (exchange) distributor	£150.00
TR7 distributor cap	£12.00
Gearbox 4 speed (exchange)	£600.00
Recon steering rack (exchange)	£96.00
Front strut assembly recon	£120.00
Front lower ball joint GSJ154	£12.00
Front suspension strut gaiter UKC4981	£12.00
Rear shock absorbers	£20.00
Upper steering joint UKC2449	£60.00
Lower steering shaft TKC1084	£60.00
Track rod ends GSJ185	£18.00 pair
Steering wheel (early) RKC509	£30.00
Brake pads GBP233	£18.00 set
Brake discs TKC780	£18.00 each
TR7 brake master cylinder recon (exchange)	£85.00
Recon exchange brake caliper	£48.00
Brake shoes 4 speed GSP794 OE Unipart	£17.50 set
Brake shoes 5 speed GBS813	£18.00 set
Wheel cylinders 4-5 speed	£15.00
4 speed differential TKC2619 (exchange)	£420.00
Jackshaft 215207	£240.00
Recon starter motor (exchange)	£120.00
Fan idler pulley bearing	£12.00
Clutch kit TR8 Q/H	£150.00

STAG

Front suspension leg insert	£36.00
Track rod end GSJ157	£12.00
Gearbox (exchange)/Reconditioned	£600.00
Recon exchange J Type overdrive	£600.00
Rear shock absorbers	£20.00
Service exchange drive shaft 311914	£250.00
Recon rear hub assy (exchange)	£150.00
Recon Brake Calipers (exchange)	£72.00
Caliper seal kit inc pistons	£36.00
Set brake pads	£15.00 set
Recon brake master-cylinder (exchange)	£120.00
Recon Servo (exchange)	£180.00
Rear wheel cylinder GWC1211	£15.50
Viscous fan coupling TKC101	£90.00
Stag Mk II Rostyle wheel trim	£120.00 set

TR6

Recon steering rack (exchange)	£96.00
Front trunnion 142377/8	£48.00
Top ball joint GSJ131	£12.00
New Brake servo	£120.00
Brake disc 209327	£18.50
Recon (exchange) caliper type 16P/16PB	£72.00
Brake pads early/late type	£15.00
Gearbox (exchange)	£600.00
Recon drive shaft assy (exchange)	£250.00
Recon rear hub assy (exchange)	£150.00
HT lead set	£18.00

SPITFIRE MK I & II & III

Nearside/offside front wings	£120.00 each
Front wing 'D' plate 706311/2	£24.00 each
Front outer wheel arch 903137/8	£90.00
Front inner wheel arch 706548/9	£90.00
Bonnet hinge tubes 811679/811680	£82.00 each
Hinge tube pivot bracket	£18.00
Side light mounting panel 907157/8	£96.00
Door skins	£98600
Battery box 806707	£36.00
Rear valance lamp panel 569900	£150.00
Boot lid 575787	£420.00
Dash top cover 714482	£72.00
Chrome bonnet catch 607663	£60.00
Rear lamp assembly 208532/217025	£49.50
Track rod ends	£9.60
Gearbox 3 Syncro (exchange)	£480.00
Fibreglass Gearbox Tunnel Cover	£72.00
Recon Exchange Diff	£480.00
Recon exchange brake caliper type 12	£60.00
Recon exchange brake caliper type 14	£48.00
Distributor cap	£6.00
Front valance support bracket 712567/8	£8.40

SPITFIRE MK IV & 1500

Front wings 909663/4 PAT	£96.00
Front wheel arch outer 909351/2	£90.00
Front wheel arch inner 909797/8	£90.00
Headlamp support panel assembly 818871/2	£80.00
Front quarter valance 815391/2	£135.00
Door skins	£96.00
Sills non original. 903097/8	£84.00
Sill reinforcement panel 806634/5	£12.00
Inner sill 806638/9	£36.00
Front sill end plate 706422/3	£9.00
Half floor (deep pressing) 908900	£220.00
'A' post lower filler panel 706288/9	£90.00
Bonnet hinge pivot box RK362/3	£96.00
Chassis front gusset 218526/7	£24.00
Bonnet hinge tube L/H-R/H 91107/8	£96.00
Rear wing non O.E.	£240.00
Rear wing front repair panel	£42.00
Rear wing rear repair panel	£36.00
Rear lamp panel 716182	£300.00
Rear valance 908970	£144.00
Boot floor	£230.00
Boot lid 911327	£675.00
Rear inner wheel arch 725563/4	£240.00
Rear outer wheel arch 909661/2	£150.00
Windscreen aperture drip channels	£24.00 pair
Hard top rear screen seal 911040	£72.00
H/ top seal roof/ door glass 716183/4	£12.00
Exterior door handle (black) YKC2837 LH only	£85.00
Front outriggers 209398/9	£60.00
S/steel tread plate finishers	£36.00 pair
Radiator support cradle TKC 1761	£90.00
Oil filter GFE119/150	£560.00
Heater valve 724021	£24.00
Front wheel bearing kit GHK1021	£15.00
Front shock absorber GSA364	£24.00
Front suspension vertical link	£150.00
Front suspension top ball joint GSJ155	£9.60
Stub axle UKC697	£90.00
Recon steering rack exchange	£96.00
Track rod end GSJ158	£9.60
Steering joint 142140/FAM1718	£42.00
Fibreglass Gearbox Tunnel Cover	£72.00
Gearbox exchange	£480.00
Recon exchange D Type O/D Mk IV	£600.00
Recon exchange J Type O/D Mk IV	£600.00
Recon exchange J Type O/D 1500	£600.00
Recon Exchange Diff	£480.00
Recon Exchange Diff (NCW&P)	£600.00
Rear wheel bearing kit GHK1029	£15.00
Early/late rear drive shaft	£90.00
Recon exchange drive shaft assembly	£240.00
Rear shock absorber GSA385	£18.00
Rear leaf spring 159640	£120.00
Recon exchange brake caliper type 14	£48.00
Brake disc 208715	£15.00
Brake disc 208715 Drilled/Grooved	£48.00 pair

Caliper repair kit inc pistons type 14	£30.0
Handbrake cable end fork 104749	£3.60
Rear brake lever 123135	£8.00
Brake shoe set GBS749	£12.00
Clutch slave cylinder GSY103	£36.00
New distributor 1500 (exchange)	£72.00
Recon distributor 1500 (exchange)	£60.00
Distributor cap Mk IV	£6.00
HT lead set	£12.00
Recon starter motor (exchange)	£60.00
Wiper motor (new)	£48.00
Universal joint with grease nipple	£9.60
Dash top cover 815281	£72.00
Gearbox tunnel retaining plate 608383	£1.80
Wheel arch to bulkhead seal 613666	£4.00
Inertia seat belts less warning light wire	£85.00 pair
Inertia seat belts less sensor OE	£95.00 pair
Inertia seat belts less warning light wire Red	£85.00 pair

GT6

Bonnet assembly Mk II 908116 less tubes	£1,500.00
Bonnet assembly Mk III 913766	£1,650.00
Front wings Mk II 908113/4 (Surface Rust)	£150.00
Front wings Mk I 907154/5	£120.00
R/H front overrider Mk I 710717	£72.00
Boot floor carpet Mk I/II 810841	£36.00
Main carpet early Mk III new tan 819813	£36.00
Main carpet late Mk III new tan 822633	£36.00
Recon Steering Rack (exchange)	£96.00
Seat belts	£85.00 pair
Manifold banjo bolt 145155	£12.00
Fibreglass Gearbox Tunnel Cover	£72.00
Gearbox (exchange)	£480.00
Recon exchange D Type O/D	£600.00
Clutch kit	£96.00
Front suspension vertical link	£150.00
Front shock absorbers	£24.00
Track rod ends	£9.60
Rotoflex coupling 152273	£45.00
Rotoflex bush kit inc tubes per side	£37.50
Brake shoe Mk I/II/III rotoflex GBS750	£19.50
Brake shoe non rotoflex GBS746	£20.00
Front side/flasher lamp assembly 155416	£20.50
Delco distributor cap	£18.00
HT lead set	£18.00

TRIUMPH 2000/2.5 PI/2500

Mk I front wing R/H only 570195/6	£480.00
Mk I front panel (nose cone) 903258	£150.00
Mk II headlamp panel 575894/ZKC1972	£96.00
Mk II bonnet 910507	£190.00
Mk II rear lamp panel 910509	£180.00
Mk II boot reinforcement panel 910505	£60.00
Bonnet seal 613894	£15.00
Rear centre bumper (estate) plain 576530	£150.00

Rear centre bumper (estate) for insert 917813	£150.00
Rear quarter bumper (saloon) plain 910158 LH	£96.00
Rear quarter bumper (estate) 923444 LH	£60.00
Rear bumper moulding (saloon) 824479	£36.00
Interior door knob 615888	£1.80
Dash veneer set 2000TC/2500TC - ZKC1552	£65.00
Dash veneer set 2000TC/2500TC - 730397	£65.00
Interior grab handle ZKC 701/711	£24.00
Boot carpet 728551	£36.00
Recon manual steering rack (exchange)	£96.00
Gearbox (exchange)	£600.00
Mk II front side/flasher lamp 216149/216150	£42.00
HT lead set	£18.00
Clutch kit	£96.00
Rear shock absorber	£20.00
Brake shoes Mk I (axle set)	£48.00
Brake shoes Mk II (axle set) GBS803	£21.50
Rear wheel cylinder GWC1205	£18.00
2.5PI Rostyle Wheel trims	£120.00 set

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C/V joint 1500 F.W.D. 518093/UKC 1160	£96.00
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Recon steering rack (exchange)	£96.00
Track rod end	£9.60
Lower steering column joint FAM1718	£36.00
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Anti-roll bar mount bracket 154868	£8.40
Anti-roll bar mount bracket 153669	£15.00
Dolo recon exchange caliper	£72.00
Brake pads Dolo/Toledo	£24.00
Dolo 1500/18-50 brake shoes GBS746	£20.00
Dolo 1500/18-50 wheel cylinder GWC1502	£18.00
Sprint wheel cylinder GWC1121	£18.00
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Manufacturers Part No. used for reference only

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Home Painting your Triumph - 3

Last month I went through getting your car into primer and flattening it ready for the final top coat.

This month will be all about applying the top coat and next month will be the final part where I'll explain the paint correction and the flat & polish processes.

So with all the prep done we can think about getting the car ready for painting, first and really important thing is to have a big clean up. Making the area you paint in as clean as possible will have a huge impact on how good the final finish will be. So remove all old masking materials, sweep up all dust etc. from the car, floors, benches, walls, lights.....everywhere where dust can settle. If you have any kind of extraction in your painting area, then turn that on and with the air pressure cranked right up on your airline blow around to move the dust towards the extraction unit, or at least an open door if you don't have extraction. Make sure you get the airline into all the nooks and crannies on the car, as dust in these areas will likely blow out onto your wet paint if you miss it now. If you have a decent vacuum, you could even go around floors and surfaces with this to reduce dust and dirt even further.

Once you're happy you have cleaned up just about everywhere then re-mask the car. Be careful when doing this, making sure it's perfect

around edges and it's secure so overspray doesn't get in anywhere. Masking materials are relatively cheap, so it's worth investing in a roll of poly-sheet, paper roll and automotive masking tape (Pic 1).

Even though you have given the area a good clean, it's likely dust has re-settled particularly on the floor, a good way of keeping dust down is to dampen the floor. You don't want it soaking wet as your airline will drag around on it, but wet enough that as you walk around you're not kicking up dust.

Now get your degreaser (Pic 2), these come in different speeds and either solvent or water-based. You can use both, but always finish with the type that matches the type of paint you are using. So if using a water-based basecoat, then use the solvent degreaser first followed by the water-based or round the other way if using a solvent based basecoat or direct gloss.

As for speeds, I like to use the slower variety as this gives you more time to clean the surfaces before evaporating, you just need to be a bit more patient before painting to ensure it's evaporated fully.

Now go and get yourself cleaned up, paint suit on if you have one, mix-up some paint (we'll come to that in a bit), then we need to do some more cleaning. I would go over the whole area again with more degreaser, then when that has dried go over the whole area with a tack cloth



1.



2.



3.

(Pic 3). If you've not used these before they are a sticky cloth that will pick up any remaining debris. Be careful not to apply excessive pressure as it could potentially leave a sticky residue on the surface, you need to be firm but gentle.

Paint Mixing

This will vary depending on whether you are using a direct gloss or base & clear and what mixing scheme your paint supplier uses. Always check the TDS (Technical Data Sheet) for the products you are using. My supplier uses Mipa for basecoat & direct gloss, so in my case direct gloss is a 2:1 mix with the hardener, then 0-10% thinners. Hardeners come in different speeds, for those less experienced, or if painting a large area and if in warm ambient conditions, I would recommend a slow or medium, this means you have more working time when applying the paint and you won't get dry edges. Fast hardeners are often used for smaller repairs or if conditions are quite cold. Basecoat doesn't need a hardener, just thinners and again Mipa recommends 2:1. Clearcoats are generally 2:1 with a hardener and 0-10% thinners. I use calibrated mixing cups to ensure an accurate mix (Pic 4).

Thinners come in different speeds, I prefer a slow or medium as a slower thinners gives more time for the paint to settle and can reduce orange peel.



4.



5.

When pouring the paint into the cup, use a paint strainer (Pic 5) to ensure any foreign matter is removed.

Gun Set-up

There are 3 things you can control on your gun set-up, pressure, fluid and pattern. Using the pressure regulator you attached at the base of your gun, set it somewhere between 1.8 to 2.0 bar for Direct Gloss or Clearcoat and around 1.0 to 1.2 bar for basecoat (lower the better for metallics), set this with the trigger pulled enough to let air out but no fluid. Fluid amount will vary from gun to gun, but as a starting point begin with 2.5 turns out from fully in, you will need to experiment to see what suits you best. Pattern is anything from a large oval shape to a jet; normally you would have it on full fan (turned fully anti-clockwise) or maybe just a half a turn back from full fan. This will give you a decent fan size that provides good coverage.

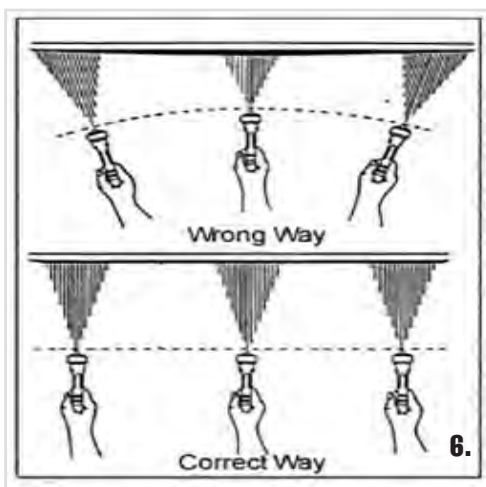
Before jumping straight in to paint your car, try a few passes on a test panel to see how it paints, try tweaking fluid and air pressure and note how it changes the way the paint lays down.

Technique

You have to find a technique that suits you, but there are a few basic rules to follow

- **Keep the gun a consistent distance from the panel (around 6"-8")**
- **Keep the gun at 90° from the panel**
- **Overlap each pass by around 50%**
- **Maintain the same speed**

Following the 4 rules above will ensure you get a consistent finish across all panels, but the speed you paint along with the 3 gun adjustments will determine whether that finish is as good as you want. (Pic 6). **Over page.**



If you find that the paint is going on a little dry then either slow down or open up the fluid by another quarter turn until it's going on wet. If you apply too wet, then you will likely get runs or sags, in this case speed up or turn the fluid in a quarter turn. It's all about experimenting and finding what works best for you.

The easiest things to miss when painting are the edges, so I always do the edges of panels first, then you know they're done and you can just concentrate on the main part of the panel.

Application

Direct Gloss – I normally apply 3 coats, the first is what's called a sticky or half coat, this is with the fluid turned in a little from optimal and provides a good base for your next coat to stick to.

Coats 2 & 3 will be full wet coats.

Basecoat – The number of coats can vary depending on the colour, some need more than others to cover evenly, but as a rule it's normally 3, if painting a metallic then finish off with a control or dust coat. This is a final coat applied at twice the normal distance from the panel, this will help ensure that any metallic flakes in the paint are standing up on the surface, if you don't do this they can get buried in the colour and this causes a mottling effect.

Clearcoat – The last couple of clears I have used (Multi-Mix 2 / Kapci 6030) need just two coats, the first is a closed but not a fully wet coat, followed by a full wet coat. This doesn't sound much but when you consider that many of today's cars are painted with a single layer of clear coat, it is actually plenty.

Knowing when to apply the next coat often confuses people. For Direct Gloss and Clearcoats you

can tell by touching the paint in an area that won't be seen, if the paint strings up when you lift your finger away it's too soon. If your finger sticks to it and pulls away like it's masking tape, it's ready for the next coat. Depending on which speed hardener you've used and the ambient temperature that's normally around 10-15 minutes. Basecoats are a similar time, but normally when they have visually matted off, then you can go with your next coat.

It's always best to err on the side of caution, if you go too early with your next coat it will likely run or sag, but paint stays 'open' for some time so leaving is 20 or 30 minutes or longer between coats won't be an issue.

Once you've applied your final coat you can stand back and admire your handy work and be proud of your achievement. Don't worry if there is a bit of dirt in the paint, you have the odd little run or even if the finish has a bit too much orange peel, in most cases this can be corrected and you'll end up with a decent finish, I'll go through that next month.

If like me you prefer to watch a video or be shown what to do rather than just read instructions, then I can highly recommend a Youtube Channel called Tony's Refinishing. I have watched countless bodywork videos over the years and this guy in my opinion explains it better than any other. He has a huge selection of videos for all skill levels, here's a link <https://www.youtube.com/c/TonysRefinishingTV>. He also offers training days, so if you're serious about learning to paint, I would highly recommend booking yourself on one.

If you're wondering where to buy what you need, then my preferred paint supplier is Marlow Paint Supplies (<https://www.marlowpaintsupplies.co.uk/>) in Barnstaple, but don't worry if you're not in North Devon they have an excellent website and can offer you next day delivery if needed.

Herald Update

On a slightly different subject I am excited to tell you that I have actually managed to spend some time on my own Herald. A little window of opportunity arose in between jobs, so I managed to get a whole load of welding done. Not enough space left in this month's ramblings, so I'll save that for a future article.

See you next month.

Darren

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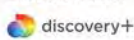
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COLIN LINDSAY herald@tssc.org.uk

Heat to the Feet

When I was at University, back in the days of long hair and only one kind of milk, the buildings were so arranged that they ended up having their very own micro-climate about which entire theses were written.

It's not something I ever expected to find in a car, even in these days of different settings for driver and passenger in modern vehicles, but it was brought home to me on a recent TSCC run in my convertible where I was happily motoring along in a t-shirt, contentedly rambling on about how warm the wind was, and my passenger was wearing two coats, a woolly hat, a scarf and a blanket and complaining about how cold it was. This, too, in a car where the heater is actually quite impressive although given the state of the cooling system and the heavily silted-up pipes ([pic 1](#)) I suppose the heat had to escape somewhere, and it may as well be inside the car as out.

The Herald heater is quite good for its' day if well maintained, and to be honest in many of our cars the heat entering the interior from the transmission tunnel or the bulkhead has supplemented it over the years to the point where keeping cool is more of a priority than keeping warm. GT6 drivers especially will know



Pic 1.

what I mean. There will always be days, or more likely passengers, where slightly more heat is required, although to be honest



Pic.2.

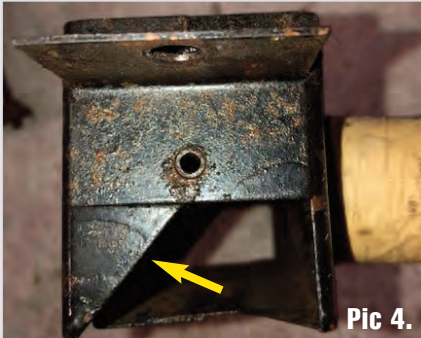
it may not be more heat, just better application of the heat that does emerge. It's possible to replace the electric motor with an uprated modern version, I've previously experimented with the motor from a Smart car, ([pic 2](#)) and yes it does spin faster and may get more air through but it's not something that I've yet ex-

plored fully.

The Herald heater flap - or air distribution assembly - is just a simple metal frame open at the top and sides and with two protruding 'pipes' on the front face. Air comes in the top, forced down through the heater matrix, and is then dispersed either to the screen via the front pipes, or the interior via the side openings, depending on the angle of the inner flap. It's not the most efficient of systems, with priority being given to the screen demisters. If you have the 'screen' setting full on, there's no air at all to the feet (pic 3), but if you opt for the other extreme and push the button fully in, the flap blocks the vent completely, (pic 4) so the heat is off. Thus the optimum setting for the interior is halfway (pic 5), not clear from the markings on the button, but listed in the hand-book - "push in to shut off, pull half out for air to car and screen, pull fully out to direct air to the screen only". This halfway position still diverts a lot of warm air upwards as well as outwards, there is no 'footwell only' option, you cannot turn the screen demisters off entirely, and so your feet - or your passenger's - are not as warm as they may be.



Pic 3.



Pic 4.



Pic 5.

Various attempts were made to address this over production; on some cars, particularly the estate or the Courier van, a flap was added to angle heat towards the footwell (pic



Pic 6.

6), rather than straight across where it heated up the pedals before eventually wafting down towards the floor. This was attached as part of the heater assembly in some, and in others was supplied as a separate fitting to be screwed or rivet-



Pic 7.

ted in place (pic 7). It may have helped, but only on one side, and so the poor old passenger suffered yet again.

Consequently whilst working on my latest Herald earlier in the year I was intrigued by a modification that appeared to address the problem of a lack of air to the footwells. Two short pipes emerging into the



footwell from somewhere above the gearbox tunnel (pic 8). On removal I found that these connected to the screen demister outlets, so that instead of two outlets above and two below, I had four pointing



into the car, two per footwell (pic 9). None to the screen at all, though.

It's quite an intriguing idea. As priority was given originally to the screen, it's now diverted to the feet, with a more direct and decidedly stronger blast coming straight out towards the occupants. The difference inside the car really is noticeable. The downside is, of course, that there is no screen demist capability any more. Does this matter? Well, in a convertible it's a moot point - hot summer days, an open car, and very little likelihood of the screen misting over due to the flow of unrestricted air through the car. Put the hood up, when it's more likely to be raining, and it's a different matter. Can you drive along, peering through a wet screen, and be constantly wiping the inside with a dry cloth? For now I've reverted back to the original setup, but it's started an entire chain of thoughts... what if? What if I kept the extra footwell pipe on the passenger side for extra heat there, and had one demister on the driver's side? What if I split the single remaining driver's side hose with a T-piece, so that both sides of the screen received heat, albeit at a lower rate - would it be enough to clear the screen? Would it be enough to keep the passenger happy? Which is more important? What if I just drive on dry days

only? No, that's not an option, not in this country anyway.

What I will do, initially at least, is to get the current system working as it should. I have good heat from the matrix, the blower is working well, but the selector is not as free-moving as it might be. A check of the system reveals that the felt seal has pulled away from



one corner (pic 10) and is fouling the movement. The flap is merely two metal plates sandwiched together around a central spindle and with a felt seal all the way round. Undo the two self tappers you can see along the centre rib and the rod will pull out, allowing the flap to be removed. Drill out the old riv-



ets, replace the felt with a little bit of adhesive, tidy up as required, and re-rivet the plates together (pic 11). The movement is much more free, and therefore more adjustable for the best balance.

I suppose these Summer days are the best for working on your heater, and not when it's most needed on cold wet days. Whilst some areas of the mainland are basking in a heat-wave at least here the rain at present is warm, so if anyone has tips for improving the system, including any other option of electric motor or any variation on hoses and performance, let me know and I'll pass it along.

It may help stop that annoying noise from the front of my car....

Colin



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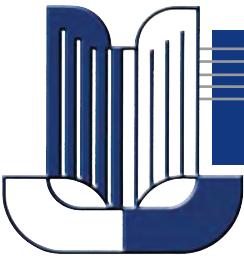
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The Four Cs Challenge

By Paul & Christina Girling

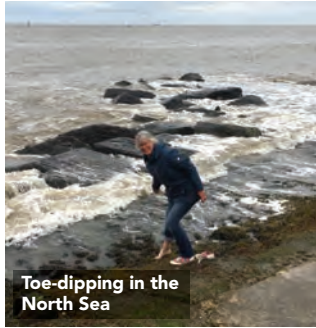
www.paulstriumphherald.co.uk/four-cs

Classic Car and Caravan around the Coast - the Four Cs Challenge. Touching all four extreme compass points of the UK and dipping a toe in all four seas.

I think, perhaps, I'd best start with a very brief introduction of our Herald and Viking Fibreline caravan.

Firstly the Herald, and a warning to those who own a Herald, for those that don't know it's not a 1200 but in fact has the engine and running gear from a 2 litre Vitesse Mk1.

I'm sure that some of you have seen our original combo in the past 6 years of touring. This has included visits to numerous TSSC camping weekends including the Isle of Wight, Leicester and Rutland, the Peaks Run and the Yorkshire Dales. We've also taken the combo over to Europe three



Toe-dipping in the North Sea



Why wouldn't



Obligatory East Anglian classic car snap - the Orwell Bridge



Weymouth seaside shot



A visit from fellow Herald owner and YouTuber Emyr on Anglesey



Sheep sheering time



On the road to Anglesey

times including a trip to Luxembourg. I mention this to make the point that we haven't just hitched a caravan on the back and gone for it, but have built up towing experience over a number of years.

I say "original combo" because for this trip we had a new to us Viking Fibreline, our original was from the 70's, the new one is from the 60's so more in keeping with the '66 vintage of the Herald. The biggest difference is the corner windows, although on the inside we have moved things around to get the layout we wanted and to help with weight distribution.

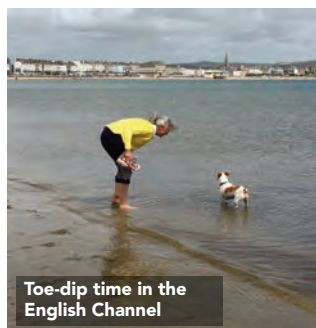
A trip around the UK in the car has been a dream for many years. In my twenties I even toyed with the idea of taking the rear seat out and turning the space left, along with the boot, into a bed. Some 40 years later, married and with a caravan, the idea had been rekindled. Initially planned for a special birthday in 2021, it was postponed due to Covid. Postponed again this April because our 'new' Viking was taking longer to renovate than we initially thought (aren't all rebuilds the same?).

On Monday 6th June with fingers crossed we finally set off from Ness Point in Suffolk, Ness Point being the nearest of the four compass points to our home in Norfolk.

We originally intended the trip to just be a holiday of a

lifetime but somewhere during the planning we thought we might as well see if we could raise some money for a good cause, despite my reservations as it would mean publicising it before we left. Normally I'd want to get something finished before I start talking about it publicly, it's the pessimist in me. It also put a lot more pressure on us to complete the challenge, knowing people were watching our progress and some paying good money for us to finish.

To be continued...



Toe-dip time in the English Channel



Driveway loan with Amy's Herald



Just because...

TR7-8

ALL MODELS

PAUL LEWIS tr7-8@tssc.org.uk

TR8 to Le Mans

Trips abroad in our classics have been few and far between over the last couple of years due to the pandemic.

This year however, with restrictions set aside, we chose to go to the Le Mans Classic. If people aren't aware this is

24 hours of classic racing at the famous circuit in France. We are very privileged that the club organise the hospitality for club members that is second to none.

The TR8 hasn't really been used properly for at least 2 to 3 years so I was a bit nervous on asking it to travel 800 miles in a short space of time. Also, I had replaced the gear-box and clutch only 6 months ago. Many years ago, we used to travel straight to Le Mans on the Friday arriving quite late and struggling to find a pitch to set up for the weekend. It has slowly expanded out so that we travel earlier. This year we decided to leave home on the Wednesday and stay in a hotel near Chichester before catching the morning ferry from Newhaven.

As we were travelling in a relatively large group of 10 people it also gave us chance to all meet at one point prior to departing.

The 168-mile trip to our stop over went without hitch with all the cars running well. The following morning the traffic on the A27 was busy with the usual commuter vehicles and the group got split up but all arrived at the ferry

point within 5 minutes of each other.

It was nice to be onboard a ferry finally travelling into Europe. 4 hours later we were in France and off the ferry heading south. Within 10 minutes the heavens opened and for the next 2 hours the journey was not fun. When the rain cleared, we then had a reasonable journey for the remaining 70 miles to the campsite where we pitched our tents





and joined the TSSC group at the bar. The remainder of the weekend saw us travel into Le Mans on the metro and watching the



racing on site. Soon it was time to start the journey homewards, we had again lengthened our stay by renting a house just outside of Dieppe. The road back was glorious sunshine, and we made the most of stopping off in local villages for a drink. On arrival at the house, we quickly gather our wallets and drove to the local seaside town for a fantastic meal.

Monday morning soon came around and another great short run to the ferry along the coast road was made with a quick



stop at a bakery for croissants.



Arriving back in the UK you suddenly realise how busy the roads are and there seems to be an air of people always rushing to get to their destinations. The last 170 miles back home again went without a single hitch.

So in total 800 miles with only a few gremlins such as door card clips coming loose and squeaky brakes. It was fantastic to be out again on driving holidays with like-minded friends, so if you haven't ventured out yet please do, you won't regret it.

Paul
33

PRACTICAL CLASSICS JULY ISSUE ON SALE NOW!



This month, we hit the road in the classics owned by our parents and present a restored **Mk1 VW Golf**, a unique Triumph engine'd '**MGB GT6**' and essential guides to the **Volvo 300** and **Range Rover**. Plus, a road trip to Scotland in cheap classics and in-depth tips from the **PC workshop** including how to fix **Triumph trunnions** and the sliding doors on a **VW camper**.



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TSSC INSURANCE - CAR VALUES

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Herald 948 & S	saloon	1959-61	948/4	8000	6000	4000	1500
	fhc & dhc	1959-61	948/4	12500	8000	5000	2000
Herald 1200/1250	saloon	1961-70	1147/4	9000	6000	4500	1500
	fhc & dhc	1961-67	1147/4	14500	9500	6000	2000
	van & est	1961-67	1147/4	13500	7500	5500	2000
Herald 13/60	saloon	1967-71	1296/4	8500	6000	4500	1500
	dhc & est	1967-71	1296/4	14500	7500	5500	2000
Spitfire 4	sports	1962-64	1147/4	23000	18500	14000	4000
Spitfire II	sports	1965-67	1147/4	20000	17000	12000	4000
Spitfire III	sports	1967-70	1296/4	19000	15000	10000	2800
Spitfire IV	sports	1970-74	1296/4	12000	8000	4500	1500
Spitfire 1500	sports	1974-81	1493/4	15000	10000	6500	1500
GT6 MK1	fhc	1966-68	1998/6	25000	21000	15500	4500
GT6 Mk II	fhc	1968-70	1998/6	24000	19000	14000	4500
GT6 MkIII	fhc	1970-73	1998/6	21000	18000	13000	3000
GT6 Convertible Early (RT)	dhc	1966-70	1998/6	20000	18000	15000	4000
GT6 Convertible Later (ST)	dhc	1970-73	1998/6	19000	16000	12000	4000
Vitesse 6	saloon	1962-66	1596/6	10000	7000	5800	2000
	dhc	1962-66	1596/6	12000	9000	7500	2000
Vitesse 2L Mk1 & Mk2	saloon	1966-71	1998/6	18000	12000	8500	2000
	dhc	1966-71	1998/6	22000	14500	10000	2500
Renown Roadster	saloon	1946-54	2088/4	13000	9500	7500	2000
	dhc	1946-49	2088/4	25500	20000	17000	8000
Mayflower	saloon	1950-53	1247/4	6000	4000	3000	1000
TR2	sports	1953-55	1991/4	35000	24500	15400	5000
TR3 & 3A/B	sports	1955-61	1991/4	38500	28000	16800	5500
TR4	sports	1961-65	2138/4	35000	24500	15400	4000
TR4A IRS	sports	1965-67	2138/4	38500	28000	16800	4500
TR5	sports	1967-69	2498/6	65000	45500	26000	9000
TR6	sports	1969-75	2498/6	40000	30800	18000	4000
TR7	fhc	1976-82	1998/4	10000	7500	4000	1500
	dhc	1980-82	1998/4	12000	8500	5500	2000
TR8 (Factory/Grinall)	dhc	1980-81	3528/8	17000	10000	8000	3000
Stag	dhc	1970-77	2997/8	30000	20000	12000	3500
2000/2500S 2.5PI	sal/est	1963-77	1998/6	20000	12500	7000	2000
	sal/est	1968-77	2498/6	25000	15000	9000	2500
1300 & 1500 Toledo & Dolomite	saloon	1965-73	1296/4	5500	3000	2000	1000
Dolomite Sprint	saloon	1970-81	1493/4	6500	4500	3500	1000
	saloon	1973-81	1998/4	25000	14500	8000	2000
Acclaim	saloon	1981-84	1335/4	4500	3000	2000	1000
Bond GT 2+2	fhc	1963-64	1147/4	9000	6500	4500	1000
Bond GT4S & 1300	fhc	1964-70	1147/1298/4	6000	5500	4500	1000
Bond Equipe 2L	fhc	1967-70	1998/6	8000	5600	3800	1000
	dhc	1968-70	1998/6	9000	6500	4500	1000

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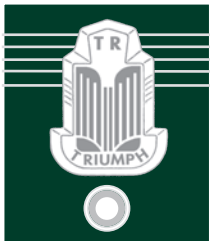


January 2022

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TR 4/4A/5/250/6

BERNARD LITTLEWOOD tr4-tr6@tssc.org.uk

A Young Mans Dreams - 2

Last month Tony Clayton regaled us with the story of how he had bought his first TR, a TR2. The following is an account of his early experiences with the car, over to you Tony

After a few local trips to make sure the TR was reliable, I became more adventurous and headed for the coast, and many other trips that are too numerous to mention, after this confidence builder my girlfriend and I headed to Shropshire, she had family there that had a pub in Coalport called the Shakespeare, we went there on several occasions, (great times). The visits to the pub were great, but we were expected to pull our weight, in the cellar behind the bar or just cleaning up, this was a period of utopia.

A few months had passed and very little problems, (this was about to change)

The first problem was the ignition warning light came on (the dynamo had stopped charging) I managed to find a used one, it tested fine, so I fitted it to the car, the ignition light went out, she was charging again.

Three days later my girlfriend and I were going to the pictures, it was just getting dark, so I put the headlights on, they were blinding for a few miles then the ignition light came on again, (the replacement dynamo had burnt out and the control box had gone).

I managed to get another dynamo and new control box (fitted the same and this cured it.) It was a Saturday night we had been out for a meal in a semi local pub, as we left the pub the



**This is a picture taken in Coalport, Shropshire
On the left is my Girlfriend who became my wife
and that's her mother on the right.**

rain was pouring down, we ran to the car, and got in, and started for home.

On our way home there was this terrible noise, the hood had been ripped from the windscreen and was only attached to the rear of the car, (resembling a tail). We found an old bridge to shelter under and do some very rough repairs, the hood was well torn, and it had seen better days. The weather equipment on the TR was never very wonderful, the hood fitting to the windscreen was secured with press studs, and side screens being what they are, you have little hope of staying dry.

The new hood looked great and the vision through the Perspex windows was a lot better. Winter had arrived, the heater in the TR was nothing to shout about, and what heat there was would be directed at the windscreen to keep it clear, I was doing about 40mph when I first heard this ticking noise coming from the engine, I

slowed down, but the noise was getting louder, the oil pressure was under 20 psi at 3000rpm, luckily, I was not far from home.

I drove back to the yard, put the car over the inspection pit, and dropped the sump, number 2 connecting rod had lift in it, I removed the shell bearing and it had been hammered, the crank was worn, but the con rod was still within limits, luckily the shell bearing had not turned. The crankshaft was a standard size, so I fitted big ends and mains.

The oil pressure did improve and no knocking (but I knew the crank was worn) and that dented my confidence in the engine.

From this point forward I was all but nursing it, local trips and no pushing it.

Winter had passed and spring arrived and I found myself talking to a guy that I knew as Ted who had a vanguard car, Ted was very knowledgeable (and knew about my engine problem). He said that the engine in his car was fundamentally the same as the TR, there were differences but nothing that could not be overcome. (And Ted was scrapping his car) I went to the local main agents and they confirmed that Ted was spot on, the engines could be converted to fit either car, the cylinder head, inlet manifold, carburettors and exhaust would have to be changed over, also front engine plate and clutch.

The deal was done and Ted took the engine out for me. I stripped the engine from the Vanguard, put in new piston rings and shell bearings, took the engine out of the TR and changed everything over ready.

Two weeks later I put the engine in the TR with a new clutch, she fired up, the oil pressure was on 70 psi cold dropping back to 50 psi when hot, it drove well, the confidence came flowing back (it had been well worth the effort)

I bumped into Ted after the engine had been in a while, he asked how it was going, and I said fine, she is going well.

Ted said good, did I ever tell you the story about the petrol shortage, no I replied, well we just found it very difficult to get petrol, so we used to start the old Vanguard on petrol and then when she was warm change over to paraffin, he said it smelt a bit but did the job, this is similar to what they did on tractors, petrol to Tractor Vaporising Oil (TVO). (I suppose as the TR engine started in the Ferguson tractor it is

not so surprising)

The next few years were good (no problems to talk of). We went everywhere (pleasant memories) and this gave me a chance to put some money back in my pocket.

The engine out of the vanguard was still going well, but I had the opportunity to have a works reconditioned engine as fitted to the TR3a, this engine was 2138cc the Vanguard was 2088cc and the TR2 was 1991cc.

The original block from the TR2 with the worn crankshaft was rebuilt and put in for the works reconditioned unit, the engine cost was £60 and if you wanted the four plugs £61 This was a super engine, good oil pressure and it would pull a house down (what torque). I think it was the summer of 1966, browsing through my classic car magazines I came across a TR4 for sale in London, it looked good and had an excellent write up, there was no mention of a part exchange, but it has to be worth a phone call?

From a 2 to a 4, who could ask more!

Door Repair Method

Another non-TR article, but apart from the swage line joint (which would have involved a joggled repair section for the door skin and plug welding on a TR) the same principles can be applied for a cheap but effective (and invisible if you take your time flattening back filler) repair to a TR or any other Triumph! Anyway, **Mark Dripfeed** has probably banned the sale of Snickers bars so I probably wouldn't have been able to acquire enough to fill my TR's boot!

S. Wales member Bob called in at my unit to say that he hadn't been able to find a suitably priced replacement door without too much rot for his Vitesse Saloon. I fed this statement into my translating machine and it came out **"will you repair my existing door for a pittance"**.



I had a look at the door and could see that the bottom section of the skin was thick with filler with rust showing through and was perforated in several places, also the bottom seam was about 4 times as thick as it should be because it was all rust. Add to that, the bottom of the door frame was heavily corroded and holed.

I told him to take the car home, remove the door and bring it to me the next morning which he did. I then explained that he should have brought the door to me and not the car minus the driver door, so he went back home and returned with the Vitesse door!

With the door card, furniture and wood capping removed I started to cut out the localised corrosion in case it could be repaired with localised



patching, but it soon became apparent that the whole bottom section was rotten and beyond repair including the door frame bottom. I cut out the bottom of the door skin just below the swage line and the door frame with a cutting disc in my angle grinder. A repair section was then cut out of sheet steel the width of the door, and the top section was bent slightly to tuck under the door skin and tack welded in place after the inner face had been painted with anti-corrosion/weld through primer.

I made a new door shell bottom repair section



and tack welded that in place, next I made a new door frame bottom out of a thicker gauge steel to make up the rigidity that would otherwise have been lost without the turned over edge of a door skin and drilled holes in it (too thick to punch holes in it with a joggler) so that it could be plug welded to the door skin repair section. I then clamped it in place and plug welded it. All welds were ground down with a flap wheel and



all the bare steel was given 3 coats of rust inhibiting primer. Both the bottom door shell and door skin repairs were filled with fibreglass filler and





sanded back. The door shell/frame to door skin repair was painted with seam sealer for good protection and the door skin repair join was given another skim of filler.

Some drain holes were then drilled in the bottom of the door frame and the inside of the door was injected with cavity wax.

So early in the afternoon (with the help of a hot air gun to dry the paint and filler) Bob had a repaired door without rust to fit to his Vitesse. Not a job for a concours car, but a repair that after a good flat back by a body refinisher, primer, stop-

per and paint will only be visible if someone lies on their back and looks at the underside of the door when the door is open.

So, for the cost of some sheet steel, fibreglass filler, seam sealer, weld through primer and anti-corrosion primer (about £30 all in) Bob has a door that will out-last him (especially if he asks me to do the passenger side).

*Whether 6 rust holes or 4
a repaired door is more!*

Bern



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THEMS THE RULES

My piece this month is a little rushed, even more rushed than normal that is; there are several reasons for this, the main two are preparation for a week's family holiday in Devon (I'm writing sitting in the garden of our rental house overlooking the beautiful Taw estuary) and my daughter Abby's wedding. By the way, thanks for the many likes for my post in the TSSC Facebook group of Abby, and my 13/60 convertible (it was she that insisted the Herald should be her wedding car!)



I'm starting this time with a Moss Roadster, **WRA826F**, that is currently for sale on Ebay.

Here is the seller's description:

"Up for sale here is my Moss Roadster. Owned by the original builder until 2019, the kit was one of the first ordered, I have the original invoice (No. 9) dated 30/09/1981, complete with a folder full of history including receipts old MOTs tax discs and original sales brochures. Based on 1968 Triumph Herald chassis and running gear, registered as a



Moss Roadster, tax and MOT exempt, although I have had it MOT'd any way for the sale, MOT until 01/07/2023. Finished in original factory Post Office red gel coat, with contrasting black interior and running on 15 inch alloy wheels, with excellent tyres. If these are not to your taste I have the original 13 inch wheels and chrome hub caps, with excellent 165 tyres.

Complete with full factory supplied weather gear in excellent condition, including side screens, the body has never been re-sprayed, still in original gel coat and the underside is almost like new. It has a reconditioned Triumph 1250cc unleaded engine, supplied by Rimmers, with converted valves, so runs on super unleaded fuel without the need of lead additive. Cooled by an automatic electric fan, and has a new stainless steel exhaust system."

The asking price is £5,950.

As ever, the details we are given raises a few issues in my mind. Obviously one is the engine capacity, it is given as 1250cc, which is what the DVLA has it as. Almost certainly this is wrong, and we all know how the mistake was likely made; it will be 1147cc, no doubt.

The seller suggests the current wheels might not be to everyone's

smart and tightly fitted. I find the look of the red gel-coat finish rather amazing 41 years after it came out the mould... I'll come back to that. I find it very interesting that this appears to be the ninth Moss Roadster body to come out of the company's Store Street, Sheffield premises (though the fibre-glass body parts were made off site). We can see that it is an early example by its seven bar radiator grille, which would soon be replaced by a better looking 16 bar grille, and by the ridge down the middle of each rear wing, which was removed fairly early on in the production period.

I include a photo of my Moss Malvern, VLC458G, the 2+2



version of the Roadster, to show the different grille and smooth rear wings. I collected the kit from Sheffield in late 1983. You see I've gone for your classic wire wheels, 14 inch, as MGB.

Back to the Red Roadster, I'm not going to say anymore about the physical car, I'm going to consider its paperwork. If I were a potential buyer I'd be pleased to see that the V5C describes the car as a Moss Roadster, rather than a Triumph Herald. I make a point of this because, as regular readers

taste, and they are not to mine. And if I'm being really picky I'd change those rectangular reflectors on the rear wing to round ones. Then there's the Standard shield on the horn button being upside down... that's causing me severe stress.

These issues aside, the car does look like a good'un. It seems to be very well put together, with even the weather gear looking



I do sometimes wonder how the classic car owners that clearly do not know the condition their vehicles, and I know there are many such, can make that annual declaration. If I were buying a 40-plus year old car I would be very reluctant to take just the owner's word that the car is fully safe to drive, I would want it to have passed an official MOT.

Re the red Roadster on Ebay, I applaud the seller for

will know, I come across many Herald-based kits cars, like the Moss range, or Gentrys or Spartans, etc. that are still registered as their base car. To be honest I've no idea what the current government rules on this are, such cars seem to be driving about, presumably taxed and insured, quite happily. I do know that 20-something years ago the authorities put the word out that a car's registered name should reflect what the car looks like, I can't remember the exact wording they used.

My Moss Malvern had been on the road over 15 years at that point, still registered as a Triumph Herald 13/60; I had changed the V5C details from a blue saloon to a black convertible. Seeing the diktat in the kit car press I called in a licensing inspector and, after a degree of rigmarole, the car officially became a Moss Malvern.

The word from government at that time was that the V5C would be checked at each MOT and if it didn't properly describe the car a certificate would not be issued.

Evidently this did not always happen.

Since 2018 most of us with Heralds or Herald derived cars have claimed exemption from MOT, so there is not even an opportunity for a qualified vehicle examiner to check the details held on the Swansea computer.

Talking of the MOT exemption rules, and I write with a large degree of hesitation here as I do not want to pretend to be fully knowledgeable of the current law in this area, I just want to re-remind readers of a couple of points. The first, and this applies to all 40-plus year old cars, is when you apply for your annual tax, which you have to do, albeit without cost, and you declare MOT exemption you are also declaring that your car is roadworthy, that is it meets all the MOT requirements.

the fact that he has put the car through an MOT before selling it. On the DVSA web site we can check the MOT history of any car, at least, back to around 2007. Looking at the history of WRA826F we can see that it passed an MOT on 1st July 2022, and



the last time it passed before then was 16th May 2013. In those nine years the mileage increased by just 64. This at least begins to explain how the 41-year old red gel coat is in such good condition; the car must have been languishing inside for a large proportion of its life.

I now want to mention an aspect of the MOT exemption rules that, it seems to me, is of particular interest to current owners of Herald-derived kit cars and specials. For this I will quote a section of the official govern-

ment explanatory document, which you can find by searching **"vehicles of historic interest"**:

"Eligibility

You do not need to get an MOT if the vehicle was first registered more than 40 years ago and no 'substantial changes' have been made to the vehicle in the last 30 years.

This includes vehicles previously exempted on the basis of being first registered before 1960. Different rules apply to large vehicles. Whether or not you are exempt your vehicle must be roadworthy and you may wish to voluntarily undertake an MOT test anyway."

Fairly unequivocal, though refers to "first registered", rather than "built", which I'm sure can lead to issues. The key point though for us is the "substantial changes" bit, here's the next section of the guide:

"What 'substantial changes' means

A vehicle alteration is a 'substantial change' if the technical characteristics of the main components have changed in the previous 30 years, unless these fall into the acceptable alterations category.

Full guidance relating to substantial changes was published following the announcement of changes to the MOT regime for vehicles of historic interest."

You can read the full guidance, I haven't recently, but it does seem pretty obvious to me that turning a Herald, Vitesse, Spitfire or GT6 into a Moss, Gentry, Type 48, Hurricane, Formosa or a one-off special must constitute a "substantial change".

The significance is clear, if you own a kit car or special you need to know the date it was converted from its base vehicle and if that date is less than 30 years ago you cannot claim MOT exemption.

In my case I know exactly when my Moss Malvern was built, I built it. I have paper work that shows when I bought the kit and when I first MOT'd

it as a Moss, which was July 1984, so 38 years ago.

I do claim MOT exemption, I do check all its mechanical components regularly, and change or adjust any part that is showing wear, I am fully confident it meets all of the MOT requirements.

I include here a snapshot of an Excel spreadsheet I created

Vehicle No.	Make	Model	DATE OF TEST
Items tested	Manual ref.	Pass	Fail
DEFECTS/COMMENTS			
Lighting Equipment			
Front & rear lamps etc	1.1		
Headlamps	1.2		
Headlamp aim	1.6		
Stop lamps	1.3		
Rear reflectors	1.4		
Direction indicators & hazard lamps	1.5		
Steering and Suspension			
Steering control	2.1		
Steering mechanism/system	2.2		
Power steering	2.3		
Transmission shafts	2.5		
Wheel bearings	2.5		
Front suspension	2.4.5		
Rear suspension	2.4.6		
Shock absorbers	2.7		
Brakes			
ABS warning system/control	3.4		
Condition of service brake system	3.3, 5.6		
Condition of parking brake system	3.1, 2.5		
Service brake performance	3.7		
Parking brake performance	3.7		
Tyres and wheels			
Tyre size type	4.1		
Tyre condition	4.1		
Roadwheels	4.2		
Seatbelts			
Mountings/Condition/Operation	5.1		
General			
Drivers view of road	6.1		
Horn	6.2		
Exhaust system	6.3		
Exhaust emissions	6.4		
General vehicle condition	6.5		
Mirrors	6.6		
Fuel system	6.7		
Registration plates and VIN numbers	6.8		

many years ago based on the checklist in the official MOT manual, this is not from the current MOT manual. I used it before 2018, as a pre-MOT check... my Heralds never failed. Note the final check point... this seemed to get dropped from later MOT manuals.

In my sample list of kit cars above I included Type 48, Hurricane and Formosa... these are kits that are, or possibly are for one or two, still available to buy today. If you build a kit car today there is another government regulation to consider, IVA, Individual Vehicle Approval. The details of this regulation are complex, I don't know them, it is a sort of super MOT test that needs to be passed before the car can be driven on public roads.

Apparently if you build a kit from a Herald, Vitesse, Spitfire or GT6 you can be exempt from the IVA requirement. As I say, I don't know the criterion that creates the exemption, if you are considering building a new kit or one off I recommend you check the IVA rules. I am confident, though, that you will have to MOT your new kit or special annually for the next 30 years, or until the rules change again.

Trevor

<https://www.instagram.com/heraldspecial/>

<https://www.facebook.com/trevor.collett.7140/>



The Douglas Garage

I had an email a few weeks ago from Kevin Peters about a car he owned back in the 1980s, a Mk3 Spitfire, RPA 637E.

He saw it for sale on ebay sometime pre-Covid and contacted the seller asking to put the new owner in touch with him. He has not heard anything and wondered if the current owner might be in the TSSC and would read these pages. If so I can put you in touch with Kevin so that he can pass on some Rally Plaques and photos of the car, as it would be nice to keep those with the car as part of its history.

Having just checked on the DVLA website, sadly the car's details are not on there so it may be that the car is in the great junk yard in the sky but if anyone knows anything to the contrary, please do let me know.

I hope those of you who went to France for Classic Le Mans had a great time, but that you weren't having to do the rounds of supermarkets for bags or bottles of ice as we did at that event back in 2010.

As I mentioned last month we were in France ourselves for the middle 2 weeks and, boy, was it hot there! Think I must have jinxed myself with my hopes then that it would be warmer than some of our UK canal holidays. I gather there was a heat wave in this country around the same time, but I don't think the temperatures here reached the un-

bearably 38° - 40° they got to along the Canal du Midi. It's one thing being able to drive in those temperatures in a convertible getting a bit of airflow, or in a modern with air-con, but in a reflective white fibreglass boat trundling along at just 5 or 6 knots there was very little relief from the heat. It was a lovely trip in all, but would have been somewhat more enjoyable at times if the mercury was about 10 degrees lower.

I can't remember seeing any Triumphs on our travels through France, although we did spot a few classics, including some Guy is featuring in his article this month.

Not having any current or recent car or event related items to share this month I'll go back to the Standard Triumph publicity items I've been featuring over the last few months.

One nice item, although becoming more anachronistic every year, in **Jon Cronin's** collection is this ashtray, which had been



produced for a specific distributor, **The Douglas Garage in Sheep Street, Northampton.**

I was interested to see if the garage is still there so turned to my old chum, Google, and discovered a nice item about it on a blog page <http://vitessesteve.blogspot.com/2018/02/douglas-garage-of-northampton-triumph.html>. This included a photo of Douglas Garage with its BP fuel pumps at the side and – although not easy to see it in a small printed image, a Herald in the showroom window with a poster advertising it in the window.



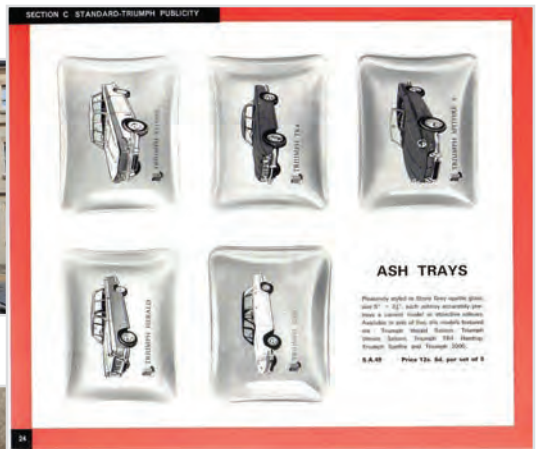
That site told me that the garage building had, sadly, been redeveloped and flats built in its place. I guess the flats aren't too bad but there is



something about those old Art Deco garage buildings that appeals to me.



The Douglas Garage



We have a Triumph ashtray in our small collection too, though nothing as elegant – ours dates to the Leyland years.

I then looked at the pages of **Richard Dredge's Publicity Manual** I scanned some years ago and found the selection of ashtrays offered at that time.

I'll definitely have to look out for the Spitfire version of those.

Whilst looking through those images I spotted a familiar front door – yes, this catalogue included photos of the Sheep Street garage showing the signs fitted to the building, not only the three part one but also, on another page, the illuminated

Signs
Continued

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SIGNS



The Douglas Garage Neon Signage as featured in Standard Triumph's Publicity Manual

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And finally, you may remember the British Cars book we got at the Bicester Autojumble, that Guy features in his June article as the cover featured a Bond 2+2, well it also had a Spitfire within its contents, of course.

Suzie

Triumph Spitfire 4

Data as for Triumph Herald 1200 except:

MAXIMUM POWER AT R.P.M. (B.H.P.): 63 net at 5,750.

CARBURETTORS: 2 S.U. HS2. GEARBOX: Optional overdrive.

BRAKES: Girling hydraulic disc at front, drums at rear. LENGTH: 12 ft. 1 in.

PRICE: Soft-top £641.

All round independent suspension and other mechanical features common to the Herald give this nippy little sports car special appeal to those who have to drive in towns as well as in the country. It now comes as a soft-top or hard-top and also with a detachable hard-top and stowable hood (illustrated opposite, top). Wind-up windows, screen washers, adjustable seats, and safety-belt attachments are standard fittings with heater/demister, tonneau cover and fitted carpets as extras. The Spitfire has a maximum speed of 92 m.p.h. and a cruising speed of 80 m.p.h. on approximately 35-40 m.p.g.





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I received this response to my story from Tim about my OD.

"Steve

I refer to your very interesting article in The Courier No. 504, June 2022.

I don't run a Spitfire 1500 now but I did from 1982 till 1999 when the car got written off. I took the mileage from about 70,000 to 225,000 over all those years.

The car required a few gearbox rebuilds over those years and two engine re-builds. But only once was the Over Drive exchanged because the gearbox layshaft had got chewed up and filled the O/D with swarf. All done by J Kipping where Mike Papworth ran the gearbox repair shop at that time. (The faulty layshafts were down to incorrect hardness / heat treatment which they became aware of and were not too happy with their supplier). So hopefully a J-type O/D lasts a long time, particularly in a Spitfire when the max power / torque is about 50% of that in a Stag.

I'm sure that you know, or Mike has told you, that they set the operating pressure on a test rig to match the car the O/D is to be fitted to.

However is a slight increase in pressure a fix if friction linings are getting a bit worn?

Your article brought back memories of long trips, including business trips in the Spitfire

where the O/D wouldn't engage properly when hot, primarily due to low oil level. (For example coming back from Humberside to Burton-on-Trent I would try and keep the O/D engaged once it was causing trouble, negotiating the M180 to M18 roundabout in O/D Third).

I got so fed up with topping up the gearbox I made an air pressured filling tank so that once the car was up on ramps and stands the gearbox could be quickly filled up ready for the next days motoring.

This led me to believe that the air breather vent on the gearbox is inadequate, with internal pressure building up because of the pump action within the O/D. Accordingly I modified the gearbox top plate, running a 8mm nylon tube high up to near the battery box to allow for better breathing, but avoiding the possibility of water entering the gearbox if such a large vent had been formed lower down. Sadly the car was written off soon after so I never concluded if the modification was worthwhile.

So having been involved in an accident in the Spitfire something a bit larger and safer was on the agenda. Thus TR7 DHC, nice car but lots of trouble. Recent problems with ethanol in petrol / hot re-starts and my thoughts on that might warrant a note to Paul Lewis or the TR Register.

Best Regards

Tim Woodthorpe

Thanks Tim, my OD is not losing oil, just drive! I've tried again to fit a pressure gauge but I'm still struggling to find a suitable adaptor and sweeping bend to clear the chassis! I have now added a 48 thou (1.2mm) 'shim' to the pressure relief valve (yep pretty extreme - make or break) and unfortunately the improvement is negligible! So I have decided to disconnect the power/immobilise the OD - so not to do any damage (if any damage could be done?) and remove the gearbox/OD at the end of the year. I'll then pass it to the experts such as Mike Papworth to work their magic! When that happens I will request an account of the findings so I can provide a summary of the issues - I then hope I can 'put-it-to-bed' once and for all! PS - Paul Lewis is a colleague and friend of mine at MIRA and would be happy to hear from you. Also I have discussed ethanol in petrol in previous issues of the Courier - you may want to take a look, but I/we would still welcome your thoughts.

Something now from **Robert Lund** who has kindly provided some information for those thinking of fitting an electric fan.

Apt considering the current weather conditions....

Cool Runnings!

When I bought my Spitfire, it was fitted with a Kenlowe fan, though to be honest when I started to look at the installation, I decided that I didn't much like it and added its 'improvement' to my list of jobs. Over a period, it became apparent that the thermal switch was intermittent and that the car seemed 'uncomfortable' when hot (no, I don't just mean the occupants overheated!), so time for some action.

I wanted to improve:

- i. sensor access to the coolant (I never much liked the thermal probe in the hose arrangement although it didn't leak),
- ii. location of the controller away from the weather and grime found in front of the radiator side panels,
- iii. wiring arrangements to utilise a relay, and
- iv. actual cooling.

Although the Kenlowe system seems to recommend that the thermal sensor be placed into the top hose and this does allow the fan to respond to high coolant temperatures from the cylinder head, it seemed to me that the bottom hose would be a better location for a temperature control sensor since it can respond to a high temperature in the coolant which is returning to the engine (ie when airflow through the radiator is not sufficient) and, many modern cars employ sensors in both header and bottom tanks. However, no-one seems to have characterised and published suitable appropriate bottom tank temperatures, a tuneable approach was therefore going to be necessary - at least at the start.

So, to work:



1.

- i. A 32mm hose access adaptor and a cheap brass-bodied temperature sensor

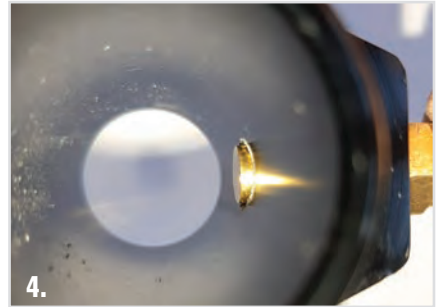


2.

were obtained, careful removal of the temperature sensor electronics (pic 1) produced a brass sensor pocket which was



3.



4.

fitted into the adaptor (pics 2, 3 & 4). This assembly was fitted into the radiator bottom hose (Pic 8).

- ii. a cheap, digital programmable temperature control unit (TCU) was obtained together with a replacement thermistor probe fitted with a 1.5m lead (pic 5). This



5.

allowed the controller to be mounted under the dash and the probe cable routed to the adaptor in the bottom hose.

- iii. a big bag of modern thin-wall cable and components was obtained including a relay and socket, two fuse boxes, and fuses. Also 1 x temperature switch, a 22mm to 1/8npt adaptor bush and drain cock were obtained.

- vi. Radiator re-cored with a modern higher

efficiency core, at the same time m22 bushes were fitted to the header and bottom tanks. On dismantling it was reported that the old core was partially blocked which likely accounts for misbehaviour when hot.

Assembly:

i. The brass sensor pocket was fitted to the hose adaptor and sealed with a few turns of plumbers tape (pic 2), slightly opening the hole in the plastic stopper from the temperature sensor allowed the



thermistor probe to push through it as a tight fit (pic 6), a good blob of thermal paste was applied to the end of the probe



(pic 7) and this assembly pushed into the sensor pocket. This whole assembly was fitted into the bottom hose (pic 8).

The thermistor cable was threaded into PVC sleeve, routed under the radiator cradle, along the engine bay valance and into the cabin.

ii. The recored radiator was installed with a standard temperature switch in the header tank (intermotor 50130, on at 95C, off at 86C) (pic 9) and the adaptor bush

and drain cock in the bottom tank (pic 10)

iii. A new four-way fusebox was installed next to the original, a 30A relay and socket installed on the engine bay valance next to the alternator and the TCU and a second four-way fuse-



box installed onto a small board fixed under the passenger side dashboard (utilising longer bolts through the coil bracket to secure). Wiring was routed using PVC sleeve secured using P-clips.



iv. Wiring constructed as (a) a power circuit: 20A permanent live supply from the engine bay fuse box to the fan via the relay and to earth using 2mm cable, (b) a control circuit: 2A ignition switched supply from the cabin fusebox powering the temperature control unit and switched by it to control the relay a manual override switch is wired in parallel all in 1mm cable and (c) an overheat circuit: 5A supply from the engine bay fusebox through the header tank temperature switch to operate the relay, again in 1mm cable. The dashboard warning lamp is operated from the relay switch-



10.

tem on a few longer runs: Nottingham to the Wellesbourne picnic and return, a drive it day run around the Derbyshire countryside and an evening club run Nottingham to Matlock and return. In practice, it seems to work very well and gives a nice consistent mid gauge reading, smoother running and no more roasted car occupants!

Shout-out to the ever helpful guys at Vehicle Wiring Products in Ilkeston and Performance radiators in Eastwood.

EBay sellers don't need any more encouragement!

Robert Lund

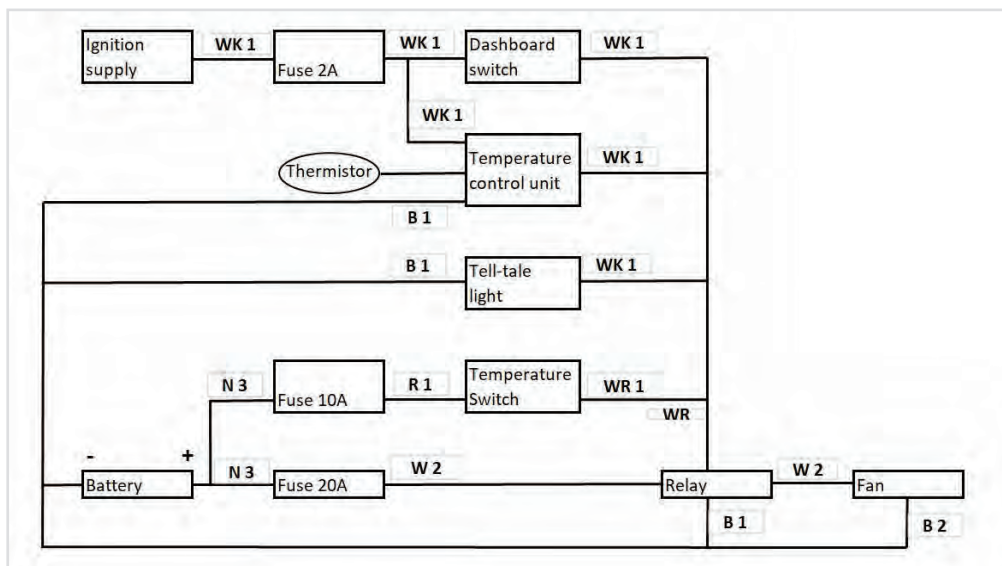
ing circuit and operates whenever the fan runs.

Wiring diagram

In operation, the 'overheat' switch activates when the

Thanks Robert (once again) for sharing your experiences.

Once again a request for more responses



temperature gauge reaches 3/4 and cuts out at the mid-point. It is supplied from a permanent live so will run after the ignition is switched off.

The TCU operates the fan effectively to give a consistent temperature gauge reading although it is currently slightly below the temperature gauge mid point despite an 90C set point. The calibration of the TCU (using ice and boiling water) seemed reasonably accurate so there is some different issue.

After some shake down runs, we have tried the sys-

and stories like the above - on my recent trip to Le Mans I spoke with several members who had great stories to tell about mods they had made to their vehicles and trips to great locations.

If like them you have similar stories please Email them to me and share the knowledge and the joy of owning a classic.

Steve



BOND EQUIPE

GUY SINGLETON guy@bondequipe.org

Return to Stafford

August - that means a return to Stafford for the International Rally with the TR Club and the MG Club. I look forward to seeing as many of you as possible. This year being the 60th anniversary of the Spitfire we will be taking Suzie's 1962 Mk 4 Spitfire so no Equipe I am afraid - so I will need all of you to keep the Equipe end up! Buuuut - as I have mentioned before - you need to get your Equipes ready for 2023 and the 60th Anniversary of the Equipe. I believe the 2023 International will be held in conjunction with MG Live at Silverstone and we will need a really good showing.

I recently had an email from **Nick Mander**, a member of the Bond Owners Club and a Minicar enthusiast. He had been given some BBC sound effect records of a Bond Sports Car, he thought originally they were Minicar recordings, but being



I attended the Bond Owners Club AGM Rally 1-3rd July, it was based at a campsite near Broadway in the Cotswolds, it was nice to get the Convertible out and use it - some of the Cotswold Hills were definitely interesting especially as my car is high geared with a 3.27 diff and we had the caravan on the back. On the way to the campsite there was an unexpected road clo-



dated to 1970 he came to believe, and it makes sense to me too, that they must actually be of an Equipe. I suspect 2 litre, but that will have to wait until I see one of my brothers who still have a turntable - more next month hopefully.



sure (that even the google maps on Suzie's phone didn't know about) so we took a detour and set



the Sat Nav on shortest route. As some of you will know, shortest route in the Cotswolds generally means a lot of steep hills. Very close to our desti-



nation at Hayles Fruit Farm we encountered Salters Lane which, luckily for the convertible's gearbox we were taking downhill, and not uphill, although we hadn't expected the two gates, one of which had a cattle grid next to it, the other needed to be opened. We discovered later that the minicars had



done a driving route that morning going up that hill, and they all made it.

On Friday we joined the group at Broadway for lunch and shopping – a very pretty village, but very much a tourist hot spot and prices to match. On Saturday, which turned out to be very wet (my soft

top does not fit too well so we had a damp car), we went to the Cotswold Classic Motor Hub nearby for coffee. Great to see some lovely cars but a bit out of my price bracket. The 3 wheelers then went on to Burford for lunch, but we back tracked to the Old Prison in Northleach for lunch and then went to Moreton-in-Marsh before returning to the campsite. It was starting to dry out them and we had a very nice evening. And even the ponies who joined us seemed to think so.

Overall a very pleasant weekend. Hopefully a few more Equipe owners will attend next year. Finally I have heard of a 2 litre convertible for

sale, it is dusty from storage but I am told is in good unrestored order, the asking price is £4,500. It may well have sold by the time this comes out, but if you are interested please let me know.





Mk 1/2/3

<http://cook1e.blogspot.co.uk/>

ANDY COOK gt6@tssc.org.uk

Aftermarket Modifications - III

Continuing on from parts 1 & 2 in April and May, the third instalment of an article on common aftermarket modifications.

Easy bolt on mods that don't take too much engineering expertise to achieve and are readily available. Listed in Alphabetical Order and split into monthly instalments, this month covers S to Z.

Servo (on pre late MK3 swingspring GT6s)

Late GT6 MK3s (with swing spring suspension) had a servo as standard from the factory, although unusually it was plumbed in to work on



Late MK3 swingspring model with Girling Powerstop Servo fitted from the factory, note the sideways fitment on these models.

the front brakes only with wider drums and shoes fitted to the rear to balance the braking on the rear drum brakes with the servo assisted front brakes.

On earlier GT6 models, a Girling Powerstop servo was offered by Triumph as a dealer fit or home retrofit accessory and this was plumbed in to work on the entire braking system. The factory manual includes instructions of how to fit the servo including dimensions of mounting brackets which had to be fabricated by the dealer or owner fitting. The inlet manifold also

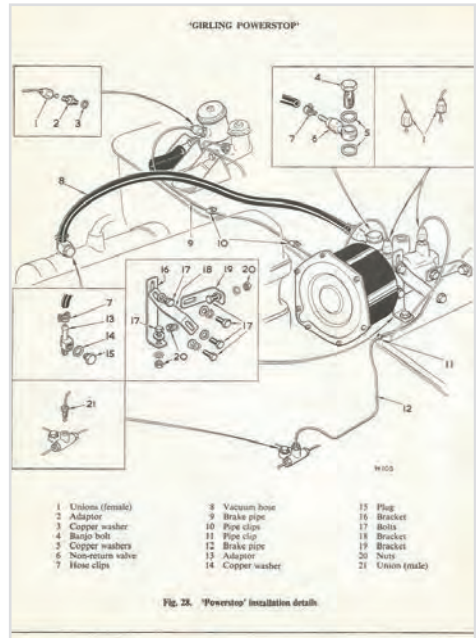


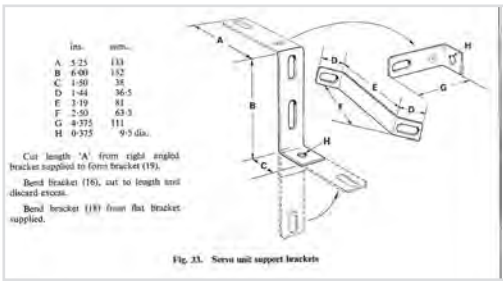
Fig. 28. "Powerstop" installation details.

Extract from the factory manual with powerstop installation details for the retrofit accessory.

Powerstop MK1 is illustrated Note recommended fitment is lengthways unlike the later factory standard.

had to be drilled and tapped to take an adaptor to connect the vacuum hose. The Girling Powerstop was a Powerstop MK1 servo initially and then changed to a Powerstop MK2 which was also the type fitted to the swingspring MK3s as standard fitment. The factory manual installation instructions shows a MK1 Powerstop but the instructions are identical for the MK2 as it's just the design of the air reservoir that changed slightly.

Nowadays the most popular retrofit servo accessory is the aftermarket Lockheed Delphi type



Extract from the factory manual with details of brackets which had to be fabricated to retrofit the servo accessory.



Retrofit powerstop servo fitted to my GT6 when I purchased the car, this is a Powerstop MK2 type.

of servo which can be purchased as a kit with all the mounting brackets and pipework. When my powerstop servo packed up for the second time it was a long leadtime (6 weeks) to get it rebuilt at a cost of about £250 whereas the Lockheed Delphi was available for about £150. Also the Lockheed Delphi servo has a slightly higher boost ratio of 1.9:1 whereas the standard powerstop was 1.5:1 so it's a useful upgrade with over 25% extra boost.



Lockheed Delphi type servo kit

Lockheed Delphi type servo currently fitted to my GT6. Has to be fitted sideways to fit as it's a bigger unit than the Powerstop.

Silicon Brake Fluid

Synthetic Silicon Brake Fluid is a more modern brake fluid than originally fitted to Triumphs. It has advantages in that if spilt it won't strip the paintwork like old style mineral fluids and also is not hygroscopic (able to take on water), and thus its boiling point in service does not de-

Brake Fluid Compatibility Chart

	DOT 3	DOT 4	DOT 5	DOT 5.1
DOT 3	✓	✓	✗	✓
DOT 4	✓	✓	✗	✓
DOT 5	✗	✗	✓	✗
DOT 5.1	✓	✓	✗	✓

✓ Totally compatible. May be mixed and used interchangeably

✗ Not compatible. Do not mix under any circumstances

cline in the same way. The disadvantages are the price and the fact that it can't be mixed with traditional brake fluid.

An important safety warning about brake fluid, make sure you do not mix Dot 5.0 (silicon) fluid with Dot 3, 4 or 5.1 (mineral/mineral compatible synthetic). Also only use the currently utilised type of fluid (be that mineral or silicon), unless you have totally rebuilt the entire system with new seals. If you refill a system that has

previously utilised mineral fluid with silicon then there is a real risk of brake failure and vice versa. See the compatibility table below. Interestingly although modern cars did a few years back tend to use 5.0 (silicon synthetic) this is now rarely used in new cars as it is not compatible with ABS systems which is why a new version of mineral compatible synthetic fluid 5.1 was developed which is standard fitment in modern cars with ABS.

Sill Kick Plates

Stainless steel kick plates were fitted as standard to later Triumph Spitfires and other Triumph models. They are a nice addition to a GT6 not only as they look nice but also as they protected the door tread plate area from being scratched.



A well-used Sill Kick plate fitted to my GT6, the fact

the logo and line work has been scratched shows how it has protected the paintwork.

Sill Covers



A Stainless sill cover fitted.

One accessory that was popular back in the 80s but rarely seen now are stainless steel sill covers, although they are still often seen on Triumph Stag.

My view is that they are a very bad idea on GT6s and Spitfires as they can trap moisture

and lead to early corrosion failure of the sills which is a structural MOT failure. Not only can they lead to corrosion but they also hide it from view so by the time you realise there is a problem it is too late and a sill replacement would be required.

Slotted/Drilled/Grooved brake discs

Upgraded brake discs are available that are cross drilled, Grooved, slotted or a combination of these. The brake discs provide more efficient braking in that they are less prone to overheating with brake fade, they help to get rid of the brake dust produced by the pads as they wear when braking and also they are better in wet conditions



various versions of GT6 slotted /grooved/cross drilled brake discs

at dispersing water. There are some disadvantages though, they cause the brake pads to wear more quickly, the discs themselves wear more quickly than plain ones and are more prone to warping, also the braking can end up slightly noisy. Therefore it's a trade off against the better efficiency against the disadvantages of wear and braking noise.

Sports or Semi Sports Exhaust

Sports or Semi Sports exhausts are a nice option, the semi sports system or even just the rear box



Semi Sports rear box fitted to my GT6.

gives a nice but not too loud noise from the exhaust, much sportier and more purposeful than standard. On the MK2s and MK3s the semi sports system is quite similar to the standard rear box (just a shorter box) so keeps a fairly standard look.

The full Sports system (commonly nicknamed a "wheelbarrow" system!) gives a much louder ex-



Full Sports (Wheel Barrow type) exhaust.

haust note and if combined with other enhancements, like an extractor exhaust manifold, K&N filters and Richer needles can result in a small performance increase. It's also a must if tuning the engine further with gas flowed head, performance cams and even triple Webber carbs.

Both the semi sports and full sports exhausts are available from various suppliers/manufacturers such as Bell (as sold by the TSSC Shop) Triumph tune, Phoenix etc. The full sports systems are also available in both stainless steel and mild steel, although I've only seen the semi sports systems in stainless steel.

Spin on Filter Conversion

A useful modification to preserve the life of your engine is a spin on oil filter conversion. This allows the fitment of a modern oil filter canister instead of the original paper element.



Spin on conversion without oil cooler connections.

Crucially the spin on filters are available with an integral non-return valve. The issue with the original paper filter arrangement is that when the car is left switched off for a period, the oil in the filter drains back into the sump. Then on start-up, the oil pump has to re-prime the filter before full oil pressure is provided to the main



Spin on conversion with Oil Filter connections as fitted to my GT6

and big end bearings. This can result in what is commonly known as a "death rattle" on start-up, where the bearings are running dry until the oil pressure builds up, particularly in a higher mileage engine. The real sting in the tail here is that not only is the rattle disconcerting, but also extra bearing wear is taking place during the rattle period. The non-return valve type canister filters retain oil in the filter preventing drain back into the sump and therefore full oil pressure is provided almost straight away on start-up avoiding the "Death Rattle" and premature engine wear.

There are two types of spin on conversion, the simple one just providing the conversion and

also a version with a take-off for an oil cooler. Available through most good Triumph Suppliers and the Club Shop, usually manufactured by Mocal.

Spotlights

Not a very common addition to GT6s nowadays as good halogen or LED headlamps are available but in the past spotlights (also known

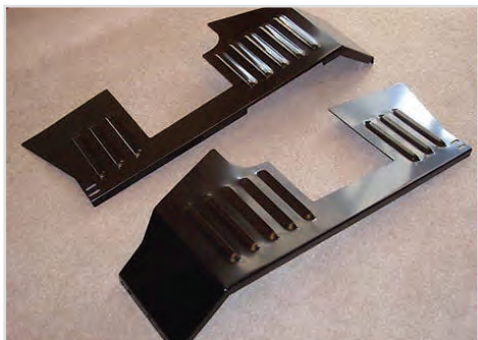


Spotlights fitted to a GT6.

as auxiliary driving lights) were quite popular to supplement the headlamps for night driving.

Stainless Steel Valences and Rad Cowl

The original Engine valances and radiator cowl



A pair of aftermarket engine aluminium valances with louvres (powder coated black)



An aluminium GT6 radiator Cowl (powder Coated Black)

fitted to GT6s were made of fibreboard, a type of cardboard and tended to disintegrate with age. However, nice aftermarket ones in stainless steel or painted alloy are available which are much smarter and more durable. Some of the valences include louvres to aid engine cooling too.

Steering Wheels

There are a vast number of aftermarket Steering wheels available for GT6s. The most popular being Motolita or Mountney although there are other makes and also cheaper replica copies of the Motolita and Mountney wheels.

In order to fit the steering wheels a Steering wheel boss is also required.

There are many different styles available, some with wood rims, some with leather and some with plastic rims. Some are flat, others a dished design, some with black spokes, some with polished alloy or chrome spokes.

Also available in different diameters, the most popular sizes being 13 and 14 inch.

I did include a whole article on steering wheels in my GT6 column the February 2020 Courier with pictures of many of the types available.

Over the years I have had a few different ones fitted to my GT6 as below.



Astrali plastic rimmed black 4 spoke steering wheel fitted to my GT6, a very 80s style but it was shortly after I bought the car in the 80s!

A Mountney wood rimmed dished 3 spoke Steering wheel with alloy spokes fitted to my GT6





A Replica Motolita wood rimmed 3 spoke dished steering wheel fitted to my GT6, this is my current steering wheel

Upated Shocks and Springs

A great way to improve the handling of your GT6 is to fit uprated Springs and Shock Absorbers although it will result in a firmer ride so you have to decide whether to sacrifice some comfort for better handling.

Front Springs are available both uprated in terms of spring rate and also lowered. The standard spring rate on a GT6 is 220lb/ins. Uprated springs are available in several versions starting at 330lb/ins for fast road use and then in stages up to 650 lb/ins for track use.

The standard length of GT6 springs is 8.1 ins, the uprated springs tend to be shortened to lower the car although if you want to keep ride height the same you can add a spring spacer between the spring and the top spring seat.

My GT6 is fitted with 330 lb/ins front springs at 7.7 ins long so lowered by 0.4ins (they are approx. 200mm)

For Rotoflex cars the rear spring is usually left unmodified but negative camber rear springs were available from the likes of Triumptune for

swing spring cars, I'm not sure if they are still for sale from MOSS who own the Triumptune brand though.

Several different manufacturers of aftermarket uprated springs are available, popular makes are Spax, Koni, Gaz, Avo etc.



Gaz Shock Absorber Kit



A pair of Avo Rear Shock Absorbers



Spax Shock Absorber kit

Most except Koni are adjustable on the car whereas Koni have to be removed for adjustment. However Koni shocks have a reputation for high quality and tend to outlast the other uprated shocks considerably although they are the most expensive.

Front shocks from Spax, Gaz and Avo are available with adjustable ride height whereas Koni are fixed.

Rear shocks on Rotoflex cars can also benefit



Rear Shock absorber mounting brackets on a Rotoflex car chassis

from using mounting brackets to move the top mounts onto the chassis. A sensible modification as the original mounting on the wheel arch can cause stress fractures on the arch panel at high mileages which is an issue I had on my car.

12V Sockets

With all the modern technology we tend to use nowadays, eg Phone Chargers, Satnavs, Dash Cams etc it makes a lot of sense to fit some 12V sockets so adaptors can be plugged in. Lots of different sockets are available.

Andy



Here is a pair of 12v sockets fitted to my GT6 that are mounted fairly unobtrusively below the dash.

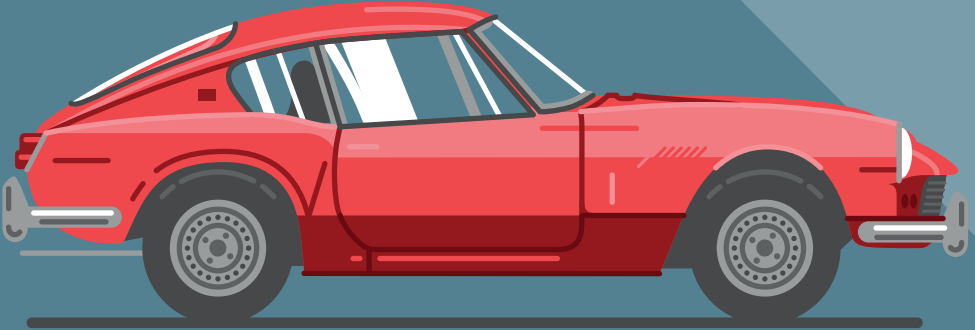
From the Archives

As the TSSC returns to Stafford showground this month (19th to 21st August) for our big meet with the TR Register and MG Car Club this month's picture is from the TSSC Stafford International back in 1990. I think I've used this photo in my column before, but too good not to repeat as we are also repeating using Stafford as the annual venue for the TSSCs biggest annual event.



Inside the main building at Stafford 1990

Insurance Partner



Triumph Insurance

Triumph Sports Six Club members can save money insuring with us

- + Agreed Value**
Guarantees the amount to be paid out for your vehicle in the case of a total loss claim
- ✓ Car Club Discount**
Enjoy a discount for being a TSSC member
- ✓ Unlimited Mileage**
This option is available on all TSSC club members Triumph cars
- ✓ Salvage Rights**
In the event of a total loss you will be able to retain the salvage of your Triumph
- ✓ Breakdown Cover**
Included on all our policies is UK and EU roadside assistance, including home start cover
- ✓ European Cover**
Up to 90 days of free EU cover available
- ✓ Multi-Vehicle Policies**
If we're already insuring a vehicle, then we can look to accommodate other vehicles you may have
- ✓ Plus more benefits**
Track day/rally cover, modification cover, misfuelling cover and more!

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INSURANCE



STAG

Ben Carney stag@tssc.org.uk

Agreed Value Valuations

Hello again, I hope you have all been able to get out and about with the roof down enjoying the moments of hot weather.

Over the past couple of months, I have been asked by a few non-members how does the Club provide guaranteed 'Agreed Value Policies'. Well, I told them they had to be a member of the Club to gain this benefit and directed them to the Club website for details of joining and the process for 'Agreed Value Insurance'. I was aware that I was not actually up to speed on the current process. I had myself been a Club trained valuation officer when I was Club Gen Sec but had not been involved for some time. I had gone through the valuation process for my own cars and had such policies some years ago, but I had sold the cars, so I thought I had better update my own knowledge by checking the Club Website or phoning HQ. However, in last month's Courier, the valuation advert appeared on the next page to my Stag article, so I had a quick update. (Courier No 505, page 49)

For me the advert was so right for people, it made me ask:

'Have I thought about the current value of my cherished Stag?'

'Has it been valued for insurance purposes and if so, when is it due for renewal?'

'Has the value increased over the last couple of years?'

As known to most Club members, the Club and the insurance panel

offer a guaranteed value for your car. But you must be a current TSSC member to obtain TSSC insurance. Therefore, yet another benefit of being a current member of the Club, that's worth investigating. The advert also emphasised that other non-club insurance companies DO NOT provide the same agreed value when you "value your car Yourself". Such schemes are not TSSC "Backed." The advert explained had to undertake the valuation process, which is a simple process, but I wish to provide an explanation of the process I undertook some time ago to get my Stags insurance with the **CLUB BACKED AGREED VALUE**.

So here is a reflection of my personal experience. The easiest way to have your car valued is to attend a Club event in which the Club is undertaking 'Valuations' (contact HQ on 01858-434424 for details). You simply fill in the Valuation Certificate (picture 1a/1b), book your car for a valuation and pay your fee of £20, and a Club official will personally inspect and value your car! However, there is an alternative method, for cars up to A1+ standard! (My past experience was that a Club official should personally value Concours quality cars, plus review evidence of Concours participation, when appropriate, but please check with HQ team for confirmation). Insurance Valuations can be done via E-mail. Valuation Forms Available from here:

www.tssc.org.uk. Click on 'The Club' in Left hand Menu. then **Scroll down to Club Document Downloads**. Download TSSC Insurance Valuation Form, print off, fill it in, Scan or Take a Picture of it and email this to Bernard at: **courier@tssc.org.uk** with a Minimum of 4 Pictures attached. £20 Payment By BACS Transfer please as This is much more Secure than Card details. **Sort code 53-81-46. Account number 87120461 Triumph Sports Six Club Ltd.** Please put Name & Membership Number on the payment for reference.

Or Finally You may Upload the photos and images of **both sides** of the "filled in" Valuation Form, when you click on the **"Pay for your Valuation"** Button.

Which is found on the TSSC Website: **www.tssc.org.uk** (remember to Log in!) **On the Left hand Menu just click on VALUATIONS and follow the instructions.**

If you prefer to email the images, send them all to Bernard at: **courier@tssc.org.uk** (Send 2 or 3 batches to get them through)

IMPORTANT: Remember to include the **NAME of Your TSSC Insurance company or we cannot process the form.**

The Valuation Certificate (pictures below) provide the list of criteria for valuing a car.

These being;

- Body,
- Paintwork,
- Chrome and trim,
- Chassis/Underbody,
- Interior,
- Engine Bay,
- Transmission and Suspension,
- Electrical equipment,

followed by a request for the estimated value of the car. The Club member completes the form suggesting whether each criterion is P=Project, A1/Serviceable, A1+, Concours and takes an appropriate set of pictures. It had been suggested I send in 20 pictures as I was hoping to gain near concours status, at A1+.

The current values for Stags as of July 2022 are **Concours £30,000, A1+ £20,000, A1/S £12,000**, and finally a Stag project is valued at £3,500. The 'values sheet' (Courier No 505, page 50) also states that these prices are for guidance only, and that originality and rarity also adds to the value of a car. I would add that my pictures were used for the valuation at the time. The pictures have to be current pictures to reflect the 'current' value of the car.

The first pictures I presented were to show the

Triumph Sports Six Club VALUATION CERTIFICATE

THE TRIUMPH SPORTS SIX CLUB
www.tssc.org.uk

TSSC INSURANCE PANEL

Footman James 0333 207 6000
Lancaster Insurance 0800 013 0080

Peter James 0121 506 4040
Classicline Insurance 01455 639 000

POLICYHOLDER'S DETAILS

Insert Name of TSSC Insurance Company Here

Important: MUST BE COMPLETED (If Not a TSSC Insurance company then this is not an Agreed Valuation!)

Title (Mr/Ms etc.) and first name(s) _____ Surname _____
Membership No. _____ Membership Expiry Date _____
Address (Including Post Code) _____ Post Code _____
Daytime Tel. No. _____ Evening Tel. No. _____
Fax No. _____ Email _____

*Must be completed with current TSSC membership number and expiry date to validate certificate.

VEHICLE DETAILS - MUST BE COMPLETED

Model & Mk	Reg Number	Body Type	Engine CC	Tax ID (DV)	Motest Date	Year of Manufacture	Recorded Mileage	Date of Sale/Transfer	Purchase Price
Overall Conditions - CONCOURS, A1+, A1/S - Serviceable, P - Project									
Body	Paintwork	Chrome & Trim	Chassis & Underbody	Interior	Engine Bay	Transmission & Suspension	Electrical equipment	LAST Known Valuation figure of Vehicle Here	

This section to be filled in by a TSSC APPOINTED VALUER ONLY

CONCOURS: The vehicle and its components must be in a condition of original specification, free from blemishes, faults and wear. This condition will only apply to vehicles previously entered or being eligible for entry in concours competitions and evidence of entry may be required.

A1+: The vehicle must exceed A1 - SERVICEABLE and with a little effort could be considered to be Concours.

A1/S - SERVICEABLE: This vehicle must be in excellent condition with bodywork/chassis mainly free from rust. The vehicle's components should be free from any rust that could be seen or should be efficiently.

P - PROJECT: The vehicle is usually in need of a full restoration of all its components.

YOU MUST BE A CURRENT TSSC MEMBER OR TSSC VALUATION REVERTS TO 'MARKET VALUE'

NOTE: This certificate will NOT be TSSC Backed unless insurance is with a TSSC Insurance Panel Company. Provided the details and member's valuation are in order, a file will be opened if the Club Car has been used or under valued by the member, a more realistic value will be set and you will be rebilled accordingly. In the event of a dispute, the Club valuer may request more information or a personal inspection.

1a.

1b.

Details of work completed since purchase (completed on separate sheet if necessary)
Include details of any mechanical things, modifications from the manufacturer's original specification, repairs, special features or comments. Any significant history of the car should also be shown. One detail of all security (e.g. fire suppression devices fitted to vehicle) or garage, or burglar alarms / immobilisers / locks / fire alarms / fire extinguishers / protocols, etc.

This form must be fully completed, Signed & Dated (a name) then
Preferably Scanned and E-mailed with Pics attached to: courier@tssc.org.uk
With a minimum of 4 photographs showing - Front 3/4, Rear 3/4, Engine Bay, Interior.
You can also Post Form and comprehensive photo evidence (e.g. Chassis, Engine Bay, Suspension, Interior etc.) to: Triumph Sports Six Club, Main Street, Loughborough, Market Harborough, Leicestershire. LE16 9TF.
Postcard photographs will NOT be returned unless you enclose a stamped, addressed envelope.

PAYMENT: TSSC Members remittance for £20 (Non TSSC Members £30) Tel. 01858 434424 by Bank Transfer, Sort Code 53-81-46. Account No. 87120461, Triumph Sports Six Club Ltd. or by Cheque (Cheques Payable to TSSC LTD) or Visa/Mastercard/Debit/Maestro (fill in details below)

CREDIT/DEBIT CARD/MANAGING NO. _____
Exp. Date _____
Important MUST be Completed _____
Signature Verification Number _____ last 5 digits on Signature Strip on Reverse of Card _____
Please Tick Application: ☐ Valuation ☐ Re-Valuation ☐ Previous Certificate Number & Re-Valuation _____
DECLARATION BY AUTHORISED TSSC OFFICIAL (OFFICE USE ONLY)
I certify that the vehicle is appraised at having a current value as shown taking into account its condition, age, and any other relevant factors based on the information provided.
Signed _____ Authorised TSSC Club official _____ Date _____
VALID FOR 3 YEARS (Not Transferable)
Certificate Number _____ VALUATION EXPIRY DATE _____
IMPORTANT NOTES
NOTE -> YOU, THE POLICYHOLDER MUST SIGN AND DATE THIS FORM in the event of an incident or claim - Insurers reserve the right to request additional valuation evidence and to repair or replace the insured vehicle.
1) Agreed Value Cover only applies once the valuation has been completed by the Triumph Sports Six Club and submitted to a TSSC Insurance Panel member and accepted by the insurer.
2) Although cover can be provided prior to a valuation being obtained any incident or claim happening before the evidence has been received and accepted by the insurer will be settled on a 'Market Value' basis.
3) This information is given in good faith without any responsibility of the TSSC, its agents, employees or members.
4) Please note that any inaccurate description of the vehicle(s) may lead to delay in settling any claim or to cancellation of the claim.
5) Separate independent assessment may be requested before a value can be agreed and insurers do not accept any liability for any changes in value associated with the assessment of vehicle condition.
6) TSSC Insurance Panel members accept no agents.
7) Insurers refuse to take and maintain Anti-Fraud Registers and exchange information with each other to prevent fraudulent claims.
8) If it is recommended that the Agreed Value be reviewed at intervals, no longer than two years or at our discretion, should be possible then significant changes (substantial increase or decrease) in market value have occurred.
9) The endorsement of a vehicle value on this form by the Club Official should be taken as only indicative of a current value based on the information provided by the proposer and not as a guaranteed market value or selling price.
DECLARATION: Please read carefully before signing. I/We declare that to the best of my/our knowledge and belief the statement and particulars contained on this form whether written by me/us or others on my/our behalf are true and complete and that I/we have not withheld any material information. I/We agree to accept the insurer's policy subject to its terms, exceptions and conditions.
Policyholder's signature _____ Date _____



bodywork of the car (pictures 2 and 3), these being the full offside and nearside of the car. This also allowed the valuer to assess the paintwork of the car. The next pictures were to show the structural quality of the car, these being A posts



and B posts (pictures 4 and 5). The wheel arches, wings, wheels, and tyres were next (picture 6),



Likewise, pictures of the front and rear of the car are able to show the chrome work too. (pictures



followed by a look inside the hood storage space (picture 7). I also included two pictures of the



hood and rear window. (pictures 8 and 9). As mentioned above, the valuer is able to use these pictures to assess both paintwork and bodywork.

10 and 11).

The next set of pictures displayed the underbody, (picture 12) chassis (picture 13), and suspension (picture 14) etc of the car. It can be



difficult to take such pictures if your photographic skills are anything like mine. It's probably best to take pictures when the car is up in the air, such as when the MOT is being undertaken. The transmission should also be included when taking pictures of the underbody. Likewise, the electrical system components can be displayed within the engine pictures of the car.

The interior of the car is lot easier to take; I pre-



sented a full view of the dash (picture 15), the front seats (picture 16) and the back of the front



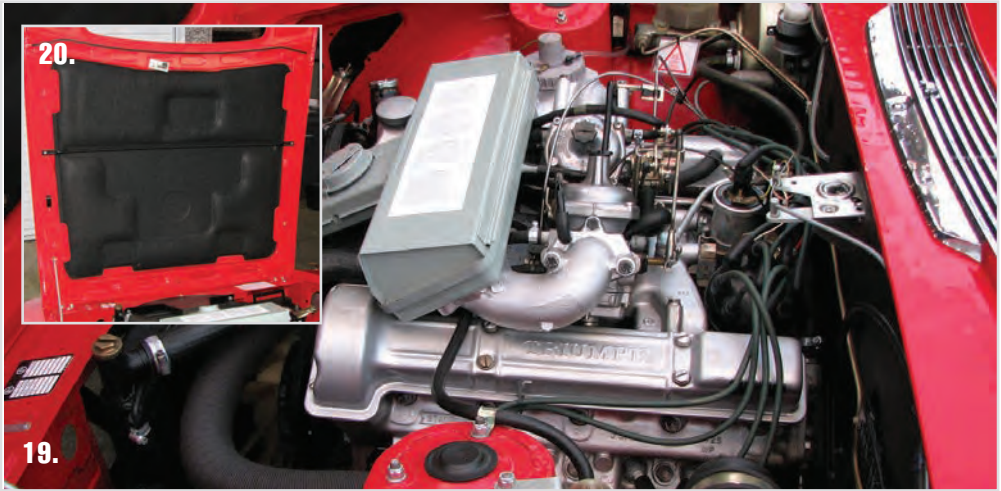
seats (picture 17), and finally the rear seats (pic-



ture 18). (I'm not actually showing the door trims, so I should have closed the door).

The engine Pics over page (picture 19), the underneath of the bonnet (picture 20) and a view of the bulkhead (picture 21) round up the 20 pictures for the valuer to review to see if they agree with the members valuation of the car.

So, I sent in these 20 pictures and my car was valued A1+ just below Concourse condition (note picture 14, the front suspension, needed some attention).



Obviously, a picture cannot judge working functionality. But you are insuring the car for its replacement value, not its driving function.

My car was restored as a Concours display car not a Used and Cruised car.

So, it was driven very little distance. (not my ideal Triumph, so I sold the car)

So, there you have it, an alternative method for getting your car valued, if you can't get your car personally valued by a Club official.

To conclude: to get your car valued you need to be a current Club member, and if you leave the Club, the valuation ceases to be effective. Any valuation is subject to the rules of the Club at that given time and only lasts for a set period.

The full rules for valuation are set out on the 'Valuation Certificate', so please read the sheet in full. This article is from my own experiences and is provided in good faith to assist TSSC members, it does not comprehensively reflect TSSC rules and policy, therefore, please contact the TSSC on **01848-434424** for current rules and information regarding 'Car Valuations', or visit the Club website, **www.tssc.org.uk**.

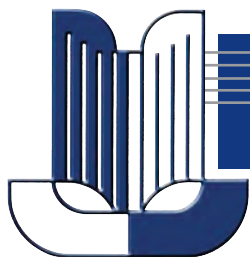
I do hope this article for been helpful. And finally it's obviously the same for **ALL Club cars**, not just the Stag!

That's all for now,

Keep those V8's purring!

Ben





Readers Write

e-mail: courier@tssc.org.uk

Amphicar in Daily Mail

Amphicar in Mail

Hi Bernard

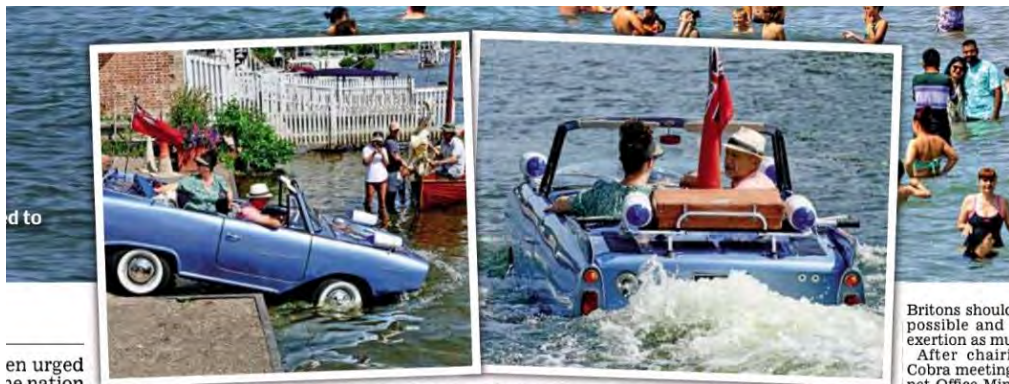
I've not seen anything in the magazine about Amphicars for quite a while, however I saw in today's Daily Mail the attached picture.

Unfortunately the reporter didn't mention the make and the number plate is not visible, but I would suggest that the car has not come too far from the Henley on Thames area where the Regatta takes place.

Regards

Jeff Baker

77/00024



Setting sail: An amphibious car launches into the Thames during the Traditional Boat Festival

en urged
e nation
ring its
ory.
e smashed
e country
unprece-

avoid the heat, that didn't stop thousands of sunworshippers from flocking to packed beaches in Brighton, Bournemouth and

are talking about - stay hydrated, stay out of the sun at the hottest times, wear sun cream - those sorts of things. We ought to enjoy the

those who are fit and healthy - could die during the sweltering conditions as the UK Health Security Agency issued its first-ever

Britons should possible and ' exertion as mu
After chairi
Cobra meeting
net Office Min
echoed the wor
He predicted
tion to transpo
not to travel u
"The heat w
example so th



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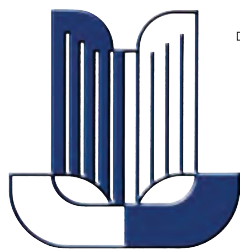
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Spitfire



EARLY MK IV 1300 1972 10 month MOT. Fantastic looking car with matching hardtop and Mohair canvas soft top, new wooden dashboard, new wiring loom, runs very smoothly has electronic ignition and wide radiator. £7900. **Graham Ellis (Wye, Kent)** 07960 586614

1964 SPITFIRE 4. Ex race car now in fast road specification. excellent condition huge specification. For sale as is or with race parts and spares. Phone for details. **Paul Lucas (High Wycombe)** 07756 923123.



1978 2.5i SPITFIRE. 2.5ltr engine gearbox o/d. engine overhaul and body off restoration 2010/11. last on road 2019. needs work for mot. rear brake seized. s/s sports exhaust. £5,000 ONO **Laurence Harrold (Kings Lynn)** 07542 111415.

GT6



MK1 (renovation project). Blue 1967 1 Lady Owner since 1969. New V5 and Original paper Logbook. £5,250. **D. Needham (6m Barnard Castle.)** 01833 650016.



MK3 1972 Pimento Red. J-type overdrive. Current owner last 28 yrs. Only 7k miles since restoration. A1 condition. More photos available. TSSC valuation £18,000 but will accept £12,500. **Melvyn Goodwin (Cheshire)** 07931 536307.

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TR7



TR7 DHC, Bordeaux red, DHC, Be-reavement sale. Full MOT with no advisories now eligible for historic classification. Last TSSC agreed valuation in 2018 was £7,000. Looking for £5,750 ono **John Palmer (Wokingham, Berkshire)** 07432 349562.

STAG



STAG IN GOOD CONDITION. 'S Reg'. Russet Brown, in very good condition. All replaced parts are originals, recent fuel pump replacement. Full service history, Mot certificates and receipts for any parts or work that has been done. £12,000 ONO **Nicky Winborn (Bedfordshire)** 07432 660051.

Parts Wanted

WHITE JAEGER FUEL GAUGE. Would anyone have a White Jaeger Fuel Gauge for a 1960 Herald 948, thank you. **Freda Anderson (Romford)** 01708 743368

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MIKE PAPWORTH GEARBOX'S STD AND H/D - OVERDRIVES A - D - J TO ORDER, HALF SHAFT'S STD AND ROTOFLEX.VEHICLE MOVEMENTS, PROJECTS CARS REQD. (Trade) Mike Papworth (Coventry) 07768 775170 or 02476 644499

3.63 DIFFERENTIAL. Fitted to my car pre-purchase, quiet, leak-free but rather too much backlash. Call for more details. Can deliver Cumbria or + £20 carriage. £130 **Derek Skillicorn** (North Cumbria) 07835 955148.

TUBULAR MANIFOLD to fit any 1300 engine with twin carbs as sold by club only fitted for a few 100 miles. Paint still on welds. £125 **Alison /Philip Belt** (Staffordshire) 01889 565730.

SPITFIRE 4/MK II. PROPSHAFT RAD SPEEDO TACHO 3 x 4 slot wheels 2 x trims. offers invited **Andrew Parish** (Sevenoaks) 07785 574479.

GT MK3 FRONT LOWER VALENCE used Pt No715889 £15. New, unused GT6 MK3 crankshaft, ex-factory stock part no. 308034 £295. **Peter Wilson** (Kenilworth CV8 2GN) 07879 406993.

SPITFIRE MKIV REAR SHOCK ABSORBERS. Pair of new unused ex factory stock shock absorbers Pt no GSA 385 £34 **Peter Wilson** (Kenilworth CV8 2GN) 078798 406993.

VITESSE MK 2 Pair of Black front seats. Professionally re-trimmed front seats with runners like new hardly been used surplus due to upgrade - need a good home -sold as pair buyer collect £400 **Mark Parker** (Nottinghamshire) 07816 887310.

MKIV SPITFIRE WIRING HARNESS. New, modifications for Radio, electric radiator fan, accessory socket, lights; hazard, front fog. Cost £515. Best offer. **Anne Dyson** (UK) 020 8658 0308.

CAR COVERS. Spitfire Outdoor Cover £99. Medium Size Outdoor Cover £99. Indoor Car cover to Fit XK120 £100. **G S Guerrini** (London) 02085 424876.

GT6 III PARTS 4 x 4.5J x 13 Steel rims, oval pattern with part worn tyres in good condition £80. Inline fuel filter, New £5. Tail gate Seal New, £8. 6 Accuspark AIRC9C Iridium Spark Plugs, New £12. Stromberg Needle

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adjusting Tool, Unused £10. Retro Competition Prep manual Mint £7. Retro Mk 1 to 3 & Vitesse 2 Ltr W/Shop Manual. Very Good Condition. £20. **Nick Garlick** (West Mids) 07740 859715.

SPITFIRE WHEELS FOR SALE. Set of 4 MkIV/1500 Spitfire wheels, good condition. £50 ONO. **Richard Maynard** (Nottingham) 07762 471064.

ADVERT FORM IS ON THE BACK OF YOUR COURIER ADDRESS LABEL!

Triumph Trade Services



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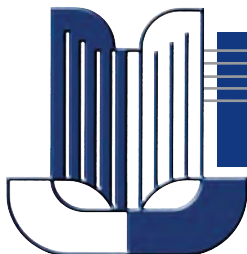
Insurance Panel

Footman James
0333 207 6080
www.footmanjames.co.uk

Lancaster Insurance
01480 400763
www.lancasterinsurance.co.uk/tssc

Peter James
0330 124 9539
www.peterjamesinsurance.co.uk

Classiclinc Insurance
01455 639 000
www.classiclincinsurance.co.uk



TSSC OFFICERS

Triumph Sports Six Club

NB. Please only contact the relevant secretary with specific questions on each model and **ONLY** at reasonable times. Remember this is a voluntary service and each secretary will only deal with problems and enquiries in his or her own specific area and car model. Whilst any information given by the following officers is provided in good faith, no responsibility is accepted by them or the TSSC in the event of problems arising after acting on advice given.

HERALD 948/1200/1250

Colin Lindsay, 6 Old Mill Road Scarva Co. Armagh BT63 6NL.
Tel: 02838 832453. e-mail: herald@tssc.org.uk

HERALD 13/60

Darren Groves, Moorside Cottage, Ashwater, Beaworthy, Devon. EX21 5DD
Tel: 07806 351499 e-mail: herald1360@tssc.org.uk

SPITFIRE Mk I/II/III

Suzie Singleton, 31, Cadley, Marlborough, Wiltshire. SN8 4NE.
Tel: 01672 514241 e-mail: spitfires@cadley.org.

SPITFIRE Mk IV/1500

Steve Payne, 47 Tiverton Drive, Horeston Grange. Nuneaton Warks. CV11 6YJ.
Tel: 07885 449609 (6 to 7pm) e-mail: spitfireIV-1500@tssc.org.uk

VITESSE 1600/ Mk I/II

Dave Rumens, 3 Flecker Close, Thatcham, Berkshire. RG18 3BA.
Tel: 01635 868640 - Eves/Weekends e-mail: vitesse@tssc.org.uk

GT6 MkI/II/III

Andy Cook, 7 Albany Road, Fleet, Hampshire, GU51 3NA.
Tel: 07822 801275 (Eves/Weekends) e-mail: gt6@tssc.org.uk

BOND

Guy Singleton, 31, Cadley, Marlborough, Wiltshire. SN8 4NE.
Tel: 01672 514241 e-mail: guy@bondequipe.org

SPECIALS

Trevor Collett, 25A, Greenacres, Bookham, Surrey. KT23 3NG.
Tel: 0776 7248798 e-mail: specials@tssc.org.uk

BIG SALOONS

Carl Swanson, 55 Heath Rd, Beaconsfield, Buckinghamshire HP9 1DG.
Tel: 07823 771811 e-mail: saloons@tssc.org.uk

TOLEDO/DOLOMITE 1300/1500

Andrew Burford, 13 Highgate Avenue, Birstall, Leicestershire. LE4 3JL.
Tel: 0116 267 1688 (Eves/Weekends) e-mail: toledo@tssc.org.uk

TR 4/4A/5/250/6

Bernard Littlewood, 92 Lascelles Drive, Pontprennau, Cardiff. CF23 8NQ.
Tel: 02920 315260 e-mail: tr4-tr6@tssc.org.uk

TR7/TR8

Paul Lewis, 14 Northbourne Drive, Nuneaton, Warks. CV11 4GA.
Tel: 07766 101615 e-mail: tr7-8@tssc.org.uk

TRIUMPH ACCLAIM

Julian Rowell, 6 Stainmore Grove, Bingham, Nottingham, Notts. NG13 8SF.
Tel: 07833 469653 e-mail: acclaim@tssc.org.uk

STAG

Ben Carney, 28 Forshaws Lane, Burtonwood, Warrington Cheshire. WA5 4ES.
Tel: 07875 944541 e-mail: stag@tssc.org.uk

TSSC TRIUMPH ARCHIVE

Ben Carney, 28 Forshaws Lane, Burtonwood, Warrington Cheshire. WA5 4ES.
Tel: 07875 944541 e-mail: archive@tssc.org.uk

AMPHICAR

David Chapman, Tel: 01684 592985 e-mail: amphicar@tssc.org.uk

INTERNATIONAL LIAISON SECRETARIES

Jess Smale & John Lay: 6 Derwent Close, Horndean, Waterlooville, Hants. PO8 0DH e-mail: international-liaison@tssc.org.uk. Tel: 0781 107 3138

YOUNG MEMBERS CO-ORDINATOR

Alyson Anderson, 48 Main Street, Carnwarth, South Lanarkshire, ML11 8JZ.
e-mail: youngmembers@tssc.org.uk

TRIUMPH/MG WEEKEND 22

Nigel Hill, 32 Hollyhill Road, Selston, Notts. NG16 6EF. Tel: 07976 163006
e-mail: nigel.hill@hotmail.co.uk. TSSC HQ: e-mail: info@tssc.org.uk

AREA LIAISON OFFICERS

Di Allen & Nigel Hill, 32 Hollyhill Road, Selston, Notts. NG16 6EF.
Tel: 07976 163006 e-mail: nigel.hill@hotmail.co.uk

PUBLIC RELATIONS OFFICER

Vicky Dredge, Kingcott Farm, Alcester Road, Flyford Flavell, WR7 4DF.
Tel: 07745 299457 e-mail: pro@tssc.org



AREA Directory • News • Events

Leicester and Rutland Area

August 2022

You are cordially invited to the

36th Sunshine Rally 5th-7th August 2022.

We will be at our venue Greetham Community Centre, Great lane, Greetham, LE15 7NG. An immaculate small friendly community centre with a comfy lounge and bar. Camping is on a flat sheltered field, dogs welcome. (Unfortunately no electric hook ups). Less than a 5 minute walk to Greetham village with 2 pub restaurants.

Camping / Caravanning Friday 5th & Saturday 6th with the option for additional nights.

Friday Night

A warm welcome, with Tea and cake or try a piece of traditional local pork pie on arrival. Meet old friends, make new ones and join in with our light hearted quiz with a difference to start the weekend off. (Bar 7-11).

Saturday

Optional planned casual drive around half a dozen picturesque villages in Leicestershire and Rutland with a small on foot treasure hunt in each village. Back to the site and finish the afternoon with our park and pose car show at around 15.00.

Saturday Night

BBQ, and a relaxing evening with fun & entertainment. (Bar 6-11 Approx).

Sunday

A magical mystery drive out to a local place of interest, returning around mid afternoon.

Rally weekend with one night camping.....£22.00 per unit.
Rally weekend with two nights camping.....£38.00 per unit.
Extra nights on request.....£12.00 per unit.
BBQ..... £8.00 per person, Children under 10 years....£5.00.

For more details and a booking form please contact:-

Jan on 07799804415 J.muschialli@ntlworld.com

Dave on 07770650802 davesmith.triumph@hotmail.co.uk





AREA DIRECTORY

AREA MEETINGS Check with AO!

SCOTTISH AREAS

SCOT CENTRAL

Dave Fray: 07557 659311

Harvester, Hillington Ind est. - GLASGOW. G52 4DR. **West Coast**

Hawes Inn - SOUTH QUEENSFERRY - EH30 9TA **East Coast**

Danny Stroud: 07823 539047

Various - see report in Area news

1ST THURS. 7.30PM

2ND MON 7.30

LAST THURS. EVES.

SCOT N. EAST

NORTHERN AREAS

CHESHIRE

Henry Jones: 07779 878125

Cock & Pheasant - BOLLINGTON CROSS. SK10 5EJ

1ST THURS. 8.30PM

CUMBRIA

Roy Ross: 01229 316501 **Tony Holliday:** 01946 830663

Advertised in Cumbria News & Website

LAST SUN. 12 NOON

MANCHESTER

TBC.

New AO/s Wanted Contact Nigel Hill 07976 163006

NORTH EAST

Geoff Dent: 07773 440201 **Deryck Beadling:** 07939 068976

MES Training - Blackmoor Court - DURHAM. DH1 5ES

1ST SUN. 10.30AM.

LIVERPOOL

Mark & Tracey Lamb: 07975 591421

Vikings Landing, Stonebridge LIVERPOOL. L11 2BD.

1ST TUES. 8PM.

LANCASHIRE

Kevin Makin: 07946 045869. **Dennis Petty:** 07951 727747

Hoghton Arms, Blackburn Rd, WITHNELL. PR6 8BL.

LAST TUES. 8PM

WIRRAL

Richard Lloyd: 0151 625 3172 **Dave Evennett:** 07796 631336

The Red Fox, Liverpool Rd, Thornton Hough. WIRRAL. CH64 7TL

2ND TUES. EVES.

NORTH YORKS

Keith Warren: 07534 820155

Hare and Hounds 8 Silver Street. RICCALL. YO19 6PA.

The Motorist Sherburn - ELMET. LS25 6JE.

4TH TUES. 7.30PM

2ND THURS. 6.30PM.

SOUTH YORKS

Richard Oakes: 07702 492349

Crown Inn, Barnburgh - DONCASTER. DN5 7JQ.

1ST & 3RD TUES. 8PM

WEST YORKS

Alan Heaton: 07944 909823

New Inn - 170 South View Rd, East Bierley. BRADFORD BD4 6PP.

2ND TUES. 8PM.

MIDLAND AREAS

COVENTRY

New AO/s Wanted Contact Nigel Hill 07976 163006

DERWENT VALLEY

Colin Wright: 01773 531580

Smalley common ex-servicemens club, STANLEY COMMON DE7 6FY.

Roaming Meets.

1ST MON. 7PM.

CONTACT AO

LEICESTER & RUTLAND

David Smith: 07770 650802

Rose & Crown - 45 Main St, THURNBY - LEICS. LE7 9PJ.

1ST TUES 6.30PM

LINCOLNSHIRE

David Samways: 07709 565118

The Kings Head - 31 High Street, NAVENBY. Lincs. LNS 0EE.

2ND TUES. 8.00PM.

NOTTS

Nigel Hill: 07976 163006

Sandy Pate Sports Bar - MANSFIELD TOWN FC. NG18 5DA.

3RD WED. 7.30PM

NORTHANTS

Nigel Hawes: 07879 491778

Overstone Manor - Sywell - NORTHANTS. NN6 0BB.

2ND WEDS. 8.30PM.

OXFORD

Thomas Cope: 07972 039532

Contact AO for venue meet ups.

3RD TUES. 7.30PM.

PETERBOROUGH

Charlie Noble: 01780 666045

The Gordon Arms, PETERBOROUGH. PEW2 7DH

2ND MON. 8PM

SHROPSHIRE

Bill Bate: 07887 605778 **David Embery:** 0770 1049881

Simon Morgan: 07786 806189 **Kevin Cain:** 07515 834594

CONTACT AO's FOR MEETING VENUE

3RD WED. 7.30PM

SOUTH STAFFS

New AO/s Wanted Contact Nigel Hill 07976 163006

MIDLAND AREAS Contd.

NORTH STAFFS	David Woodward: 07939 603061 <i>George & Dragon</i> - MEAFORD Nr STONE ST15 0PX	LAST WED 8PM.
WEST MIDLANDS	Chris Allen: 07505 110922 <i>Drakes Drum</i> Great Barr - BIRMINGHAM. B44 8TR	1ST TUES. 7.30PM.
WORCESTER	Vicky Kitchen: 07745 299457 <i>The Oak</i> , Worcester Rd, UPTON SNODSBURY, WORCS. WR7 4NW	1ST MON. 7.30PM

EASTERN AREAS

CAMBRIDGE	Tom Hartley: 07795 436149 <i>Crown and Punchbowl</i> , Barrington Green, HORNINGSEA, CB25 9JG <i>Barrington Village Green</i> , CB22 7RZ. (and at 12pm New Years Day)	1ST MON. 8PM 1ST FRI 6PM (Apr-Sep)
ESSEX	Mike Titchen: 07860 708356 <i>Contact AO for Monthly Meeting Venue</i>	2ND SUN. 12NOON
M25 EAST	John Hill: 07938 526324 <i>The Royal Hotel</i> - PURFLEET - OCTOBER TO APRIL	4TH SUN. 12 NOON
NORFOLK	Paul & Christina Girling: 07584 000442 <i>The Ringland Swan</i> , 1 The Street, RINGLAND, NORWICH. NR8 6AB	2ND MON. 8PM
SUFFOLK	Colin Wake: 01206 250360 <i>Sorrel Horse</i> - BARHAM - IPSWICH. IP6 0PG	1ST TUES. 8PM.

SOUTH EASTERN AREAS

EAST BERKS	Doug Brown: 01189 321390 <i>The Shire Horse</i> - Nr MAIDENHEAD on A4 - SL6 3QA	2ND TUES. 6PM.
SOUTH BUCKS	Daniel James: 07818 052276 <i>The Harte & Magpies</i> - Coleshill, AMERSHAM BUCKS. HP7 0LU	3RD WED. 8PM.
CANTERBURY	New AO/s Wanted Contact Nigel Hill 07976 163006	
GATWICK	Tony Locker-Lampson: 07775 564427 <i>The Red Lion</i> , Lion Lane, Turners Hill, Nr CRAWLEY, RH10 4NU	2ND TUES. 8PM.
HANTS & BERKS	Alan Fulbrook: 07795 096394 <i>The Twesledown</i> , CHURCH CROOKHAM, FLEET, HAMPS, GU52 8DY.	1ST TUES. 8PM.
HERTS & BEDS	Peter Lewis: 01582 750943 <i>The Raven PH</i> , HEXTON, NR HITCHIN. SG5 3JB.	4TH MON. 8PM
ISLE OF WIGHT	Elaine Hawkins: 07842 249591 Tracy Cleaver: 07754 751672 <i>Various</i> - See report in Area News	CALL FOR DETAILS
WEST KENT	Colin Robertson: 07810 102525 <i>The Pheasant</i> - Goathurst Common - IDE HILL - TN14 6BU <i>The Castle Inn</i> - Main Road - BODIAM -TN32 5UB	LAST TUES 7.30PM LAST WED AT 7.30.
NEWBURY	Dave Rumens: 01635 868640 <i>See our Facebook page and your emails for details.</i> <i>The Craven Arms</i> Skinner's Green Ln, ENBORNE. RG20 0HG.	2ND WED. 7.30PM 4th Wed. 7.30pm
SOUTHERN	Mike Goolding: 01252 722432 <i>The Seven Stars</i> - STROUD GU32 3PG	1ST TUES. 7.30 PM.
SURREY	Clifford Darby: 07853 793341 <i>Wellhouse Inn</i> - Chipstead Lane - MUGSWELL. CR5 3SQ.	LAST WEDS. 8PM.
EAST SUSSEX	Geoffrey Scarborough: 07833 944847 <i>The Halfway House</i> - Rose Hill, ISFIELD SUSSEX. TN22 5UG.	1ST WEDS. 8PM.
WEST SUSSEX	Nigel Ayre: 07799 660212. <i>Selsey Arms</i> - Coolham, - HORSHAM. RH13 8QJ	3RD WEDS 7PM.
THAMES	Mickey Hazell: 07773 623807 <i>The Prince of Wales Inn</i> , 48 West End Lane, Esher KT10 8LA. <i>George Inn</i> - 29 Windsor Road, - WRAYSBURY. TW19 5DE	1ST THURS. 8PM 3RD THURS. 8PM

SOUTH WESTERN AREAS

ANDOVER	Guy & Suzie Singleton: 01672 514241 <i>The Clatford Arms</i> , GOODWORTH CLATFORD, SPII 7RN	2ND WEDS. LUNCH 12.30PM
AVON	David Dyer: 07860 878058 <i>The Wishing Well</i> - CODRINGTON. BS37 6RY.	1ST TUES. 7.30PM.
CORNWALL	Carol Coventry: 07979 464643 <i>Hawkins Arms</i> - ZELAH. TR4 9HU.	2ND THURS. 8PM
DEVON	Sue & John Franklin: 01548 821348 Nigel Kenneison: 07804 731599 <i>The Star Inn</i> - LIVERTON. TQ12 6EZ. <i>Ring A.O. Details</i>	3RD WED. 6.30PM 1ST SUN. LUN
NORTH DEVON	Darren Groves: 07806 351499 Andy Luckhurst: 07971 413045 <i>Crealock Arms</i> - BIDEFORD. EX39 5HN.	1ST THURS. 7.30PM
DORSET SOUTH	Robin Nicholls: 07920 549474 <i>The Three Compasses</i> - CHARMINSTER - DT2 9QT. March to Sept	LAST MON. 7.30PM
GLOUCESTER	Jane Rowley: 07802 171227 <i>Fromebridge Mill</i> - GLOUCESTER GL2 7PD..	3RD MON. 8PM
SOMERSET	Alan Desbois: 07778 923064 Denise Desbois: 07896 412957 <i>The Knowle Inn</i> , 115 BATH RD, BRIDGWATER - TA7 8PN.	2ND THURS 8PM
WESSEX	Trevor Carlyle: 01425 475376 <i>Tyrrells Ford</i> - Avon - CHRISTCHURCH. BH23 7BQ.	LAST THURS. 8PM.
NORTH WILTSHIRE	Craig Gingell: 07852 455242 <i>Foxham Inn</i> - FOXHAM - WILTSHIRE. SN15 4NQ.	2ND TUES. 7.30pm.

WELSH AREAS

NORTH WALES	Roger & Helena Hill 01691 600215 <i>The Trevor Arms</i> - Marford Hill MARFORD LL12 8TA.	1ST THURS. 7.30PM.
SOUTH WALES	Alan Gourley: 07802 204068 <i>The Lighthouse Inn</i> , Beach Rd, St Brides - NEWPORT NP10 8SH.	LAST WED. 7.15PM

NORTHERN IRELAND

NORTHERN IRELAND	Doug Hogg: 07707 288233 <i>Nortel Social & Athletic Club</i> NEWTOWNABBEY BT37 0EB.	1ST WED. 7.30PM.
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International Contacts

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AUSTRALIA (Victoria)	Richard Stewart	rlslaw@bigpond.net.au
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Area Liaison Officers Report Andover

Triumph Sports Six Area Liaison Officers

email nigel.hill@hotmail.co.uk. Tel. 07976 163006

We would like to say what a fantastic job every one did at the Classic Le Mans, what an amazing time we had seeing so many members and friends we had not seen in along time. The weather was great, food was great and the beer and bar staff stupendous! I think every one who attended had a fabulous time. Even the quietest of mice showed up at the event finding its way from Neville's tent into Bern's! So we saw a mouse. WHERE. There over there. That's right in Bern's tent right there..... had no clogs on though, disappointing!

So after the clear up and folks returned home safely are we looking forward to it being again next year. A celebration of 100 years Le Mans and triumph are 100 years along with MG. So once the bookings are open get booked in its going to be a good one. Before we go into 2023 we have another major event at the stafford how ground. Plenty of traders attending lots of activities in and around the show ground. Bookings are increasing so don't be disappointed get yourself there either from Friday 19th August til 21st August. Bookings will stop shortly and gate payments only will be taken on the weekend. We are busy as ever and have now appointed a new Area organisers for Manchester area. We have in talks with the organiser and they are sorting a venue and days of meet so as soon as we know we will announce it.

We are still looking for an AO/AO's for Coventry, Canterbury, south Staffordshire and as always any areas we haven't covered and you may think we should be looking at please send us a text or email and we can get it sorted.

Also the NEC practical classic show is already being organised by Di. And hoping to have a great show as the theme is 'part of the family', which is great as we all are one big Triumph family. So we are both looking forward to this happening in November.

In the mean time the AGM will take place in September. We both will be at the Duxford show on the 4th September for Valuations and Club shop so hope to see you there.

There is a Club Shop open day on the Saturday 3rd September and The Scarecrow festival is taking place as well at Club HQ on 10th-11th September which is a great family day where the museum is open and bbq will be lit with refreshments. Also you may have seen our lovely Angie Hill is retiring in August and from myself and Di wish her a long and happy retirement and I'm sure Angie will not be a stranger around the Club or Events.

So thank you Angie for all your knowledge and help over the many years at club HQ.

Thank you all again to our Area Organisers who have worked so hard over the past months in getting our areas up and running in events and their meeting nights, we know it has been difficult coming back from Covid. We Thank you all dearly. Stay safe and strong everyone.



Andover

e-mail: guy@bondequipe.org

e-mail: spitfires@cadley.org

Tel. 01672 514241

We were driving through France at the time of the June lunch and we don't know if any others were able to make it, guess we'll find out at the next lunch.

At the beginning of July we were in the Cotswolds for the Bond Owners Club AGM, then the following weekend at a very, very hot Gaydon Motor Museum for their BMC Leyland day. Luckily we had the event shelter to mostly keep the sun off us but I cannot imagine how it was for most of the other people there under the clear blue sky and blazing sun all day.

Don't forget its the International this month, back at Stafford. We'll have a stand inside Bingley Hall and, as we're working there, the plan is to take Sybil on a trailer behind the camper. Hope to see some of you there although we realise it's a long way from our neck of the woods.

Just for something different to do we went along to the

local farm shop last weekend where they were having a display of a late friend's vintage tractors and a generally laid back classic car meet with a BBQ. I think some off

the shop's regular visitors must have been a bit surprised at what they found - and even postie took the chance for a quick burger while he was there making his deliveries.

Ed and Maureen managed to make Le Mans; "TR6, TR7 and XK120. Despite problems with the TR7 flooding the front carb I seemed to have fixed it since it drove perfectly while in France, as did the other two cars. The weather was great as was driving on the French roads. After Le Mans we stayed on for a further three days on a campsite in a place called Clecy which turned out to be a really nice place on a river. Thanks must go to Angie and the others for another brilliant event."



Nigel & Di.

Guy & Suzie
Meetings
10th August at 12.30 - The Clatford Arms, Goodworth
Clatford, SP11 7RN



Andover East Berks - Cheshire

Andover Continues

10th July - BL Day at the British Motor Museum at Gaydon, CV35 0BJ

19th - 21st August - Triumph and MG Interclub weekend - Staffordshire County Showground, ST18 0BD

Please Send Area News to:

courier@tssc.org.uk

By 8th of each month - Thank you

East Berks

e-mail: qbrown6914@btinternet.com

www.freewebs.com/eastberkstssc/index.htm

Tel. 01189 321390

13 at the Shire Horse tonight, if you include the dog.

Good to see Colin, he had a long chat with newbie Malcolm as Malcolm is starting a Spitfire restoration and Colin is our all-weather Spitfire Expert.

Malcolm is retired but in a previous life painted classic cars for a living. I think we're going to like Malcolm!

No Old Malcolm tonight, he's on holiday in Barbados, we think he went for the cooler weather.

Trev, Vicky and Poppy in their 13/60. Trev's on a diet and looked sadly envious at every plate of multiple calories passed down the table. Poppy slept most of the meeting, it must be dreadful being covered in hair in this weather.

John's recommissioned TR7's up for sale, it looks good, but they don't get the money they should, somebody's going to get a bargain.

John and Bernie had a long discussion about fitting new soft tops. Bernie's done it and John's had the kit in his boot for an embarrassing number of years. John is going to tune Bernie's carbs, but Bernie didn't think fitting John's roof in exchange a good deal.

Good to see Vic again, but came in the wrong car, John was hoping to see Vic's TR7 but he didn't bring it.

Andy has lost his ZZ Top beard and now looking cool in designer stubble, ready for his son's graduation photos. Andy had an accident while filling up, the adjacent pump nozzle fell out it's mounting and bounced down his rear wing. Ouch! He hopes to get a man in to pull the dents out. We'll be interested to see how that goes.

Jim came in his GT6, it has a new diff, cost a bit, but he's very pleased with it.

Good to see Chris after a long absence, he didn't bring his car as he thought it might rain! Strange boy.

Towards the end of the evening a chap approached our table asking if we were the Legendary East Berks TSSC. We generally say no until we find out what they want. Turns out he's a classic car restorer and has premises just up the road. I wrote his details in the book and several present photo'd it. I think Mark is finally going to get his end float sorted out.

Doug

Cheshire

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www.tssc.org.uk

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I still take both my Triumphs for the MOT - this provides useful feedback even with a pass, and of course a chat with Keith the MOT man. So, it was Heap the Vitesse's turn, and Heap had got dusty so had to come out of the garage for a quick bath the day before (it's bad form to turn up for an MOT with a dusty car). Start engine, press clutch pedal, select reverse. That sort of noise that indicates the clutch hasn't fully disengaged. Once out of the garage, check the clutch master cylinder for fluid and there wasn't very much. Subsequent investigation suggests the gearbox removal process had been a little unkind to the slave cylinder union (I'm not giving any more details!).

On the run-up to meeting day, I have had a few threats of attendance, and the weather forecast is looking acceptable for roof down motoring. However, as I type this (Sunday 3rd) there are raindrops on the window. We did a trial run on the day before the meeting, to confirm that there was only one deviation to the route (at the Adlington crossroads preparing for the Poynton Relief Road). To my surprise (and delight) we saw two Triumphs on the route, the first a red Spitfire (a mk4 I think), the second a red TR4 or 5.

It was a little cloudy on the evening of our meeting, but all the ragtops had their roofs down (one Spitfire has a hardtop). There were nine Triumphs in the C&P car park, although for various reasons three elected not to make the trip to the Red Lion. It was nice to see Gerry again, and Bob came along in his 2.55 - the first time (I think) we've had a big saloon in our midst. Mike came along in his recently fettled 13/60 ragtop. John has just had new feet at one end of the Spitfire, which had come from the fitter with inconsistent pressures (16 and 30). Anyway, six cars left the C&P in the very general direction of the Red Lion in Lower Withington. John bailed out at the Petrol station in Dean Row - I thought this had been for air in a tyre but it turned out to be for fuel. So, five cars made it to the Red Lion at about 9pm, to find the pub very definitely shut. A quick decision was made to head off to the Swettenham, which is only about 2 miles from the Red. We talked about insurance valuations - there seemed to be different interpretations of the Club scheme, although I think the words from the Club are very clear - it's either agreed value via the Club and one of the Clubs' insurers, or it's not an agreed value. I was quizzed about my modern transport (electric) and reminded of the upcoming bash at Capesthorpe, which (at the time of writing) has a favourable (now quite warm) weather forecast. I hope the elves are on their best behaviour. And Richard calculated his Herald was doing 37mpg, which must mean the throttle pedal isn't being pressed hard enough. I must also mention that we definitely saw an Austin 7 (or very similar) on our trip out, and what might have been an early TR.

August events include a Traction Engine Rally at Astle

Cornwall - Derwent Valley



Park on the 13th and 14th (a major celebration of cast iron), **the Inter-Club weekend at Stafford on the 19th, 20th and 21st, and Tatton on the 20th and 21st.** I am hoping to be at Stafford for Saturday and Sunday.

Our next meeting is on **Thursday 4th August at the Cock and Pheasant.** Third and Final run out of the year, so 7:30 for 8. I shall try to select a venue that is open at the sort of time we would arrive, and has some room in the car park. Pubs are not behaving the same as pre meltdown.

Henry

Cornwall

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cornwalltriumphs@groups.io

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Hi All. I'm so sorry to start this months edition with sad news, that our dear friend Bob Beeny sadly passed away on 23rd June. Most of you that knew him, will have already sent your love to Joanna and his family, he will be greatly missed. Also I was contacted by a Launceston member who informed me that Ian Bennetts has passed away a few months back and that his Yellow Vitesse has been advertised on ebay, again our love goes out to Rita and family. Junes club night at the Hawkins Arms was well attended , a good evening was had chatting about events to come. We did have a talk about remembering friends and raising money for different charities. We have decided to set a date, Sunday 16th October , on this occasion we shall be exploring roads that our friend Mike took us on and raising money for Mount Edgecumbe Hospice. The route is being arranged by John , hopefully having a pasty stop and a cream tea somewhere on route.

Our **Christmas Dinner and Dance** was also mentioned and the date is set for **Saturday 10th December**, the venue is The Tregenna Castle Hotel, St Ives, Please see main advert. A £15 non refundable deposited is required to book your meal please.

That's all the news I have this month, I shall look forward to seeing you at a club night meeting or at an event soon.

Happy and Safe Motoring everyone

Carol
x

Derwent Valley

e-mail: colin.tssc@btinternet.com

Tel. 01773 531580

What an eventful June. It all started a Derwent Valley contingent heading off to France to take part in the Laon Historique event. Roger and Julie, Paul and Kim plus Angie and me decided that a return to this event was long overdue and spent most of the winter months fettling our cars to ensure that would complete the 1500 mile journey with-

out a hitch. I must admit that after fitting a new steering rack, a recon diff, new rear spring and shocks plus four new tyres the Stag's handling was transformed and was pleasurable to drive. On a side note, the tyre fitter was convinced that the old tyres were at least 27 years old!

The Laon Historique was brilliant as always. On the Saturday we travelled through quaint villages filled with happy, smiling and waving people on our way to Saint Quentin. The sun was shining and car temperatures were rising as we crawled through the traffic congested city to our cordoned off parking area. After lunch and a couple of hours enjoying the 'festival of the fool' we headed back to Laon via different but just as enthralling route. The Sunday by contrast was rather wet but that did not stop the locals turning out in their hundreds to watch us drive around and around and around the closed off street circuit a little bit faster than the legal speed limit. The faster we went the more they cheered. On the Monday, we decided to extend the trip by a few days in the beautiful Belgium city of Bruges. No driving, just walking and beer.

In the middle of June was Derwent Valley's Peak Run. After a two-year absence, the fun filled event was just what the doctor ordered and by all accounts, we think everyone enjoyed themselves. The first TSSC club day was also held on that weekend and although a very wet day those that attended were most impressed with the museum. A small contingent from the Stag owners club also joined us at the car museum.

At our monthly meeting in July, we invaded Matlock Bath for a Treasure Hunt on a lovely summers evening. The hunters had to follow a trail of clues, which took them in to the Derwent Gardens, over the river, along Lovers' Walk and then down into the town itself before finishing at the Fish Pond pub.

I was waiting to mark the sheets at the pub, and I must admit that I was most impressed with the high scores. Must make it harder in future. Bryan took the wooden spoon for his solo but valiant efforts and the winners were the Three Amigos who obviously took it far too seriously and scored maximum points.

We will be visiting a country pub for our meeting on **2nd August**. Which one is still to be confirmed so check the TSSC website or our Facebook page for details. In **September**, we return **MONDAY** nights at our usual venue, Top Club in Stanley Common at the usual time.

Dates for your diary.

2nd August – monthly meeting, see above.

5th to 7th August – Leicester and Rutland camping weekend.

19th to 21st August – TSSC weekend at Stafford.

5th September – Monthly meeting and Top Club, Stanley Common, DE6 7FY from 7:30pm.

Yes, it is a Monday night.

That's all for now.

Colin

Please Send Area News to:

courier@tssc.org.uk

By 8th of each month - Thank you



Devon - Essex

Devon

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Just prior to our holiday - yes at last - we popped up to Greendale Farm Shop at Exeter for the informal meet of the South West Classic Car Club. A spacious venue with plenty of catering outlets. It was good to catch up with members, Howard Earl with a lovely Alpha Romeo instead of his Dolomite which is in bits at present, Rob Northcott with Alice and his Herald Estate, and rarely, two 12/50s, those of Malcolm & Nettie Attrill and Cedron & Debbie Caine. Met loads of friends there whom we have not seen for a while.

It seems we cannot get away from cars even on a cruise - in the Camargue we came across a local historique rallye which we think was using at least part of the route of the recent RAC rally there. Some very interesting cars, and we did see one Spitfire. Alas, having returned with Covid, we had to miss the show at Darts Farm, Topsham in aid of the Estuary League of Friends but already have the date for next year - **18 June**. We know some Club cars were there.

In our absence, and that of Nigel who was unwell, Dan took charge of the last Club Night at the Claycutters and was rewarded with a good attendance on a nice evening. Attending were 4 Spitfires, 1 TR6, 1 Stag, 1 Vitesse, Dan's stunning PI. Delighted to see new/old member Julian back with his Bond this time, the first time for many years we have had one at Club Night - previously he brought his Eastern Bloc car. Ian's big sis Ann has now sold her Herald to Ian B now that he has sold his Spitfire on. Looking forward to seeing him and Margaret out in this pretty little car. It was a lovely evening and was spent outside in the sun. Everyone getting excited with Powderham Show coming up and that too will be over by the time you read this. Although they have looked after us well at the Claycutters, it has not been as popular since the car park had been altered but we may go back for breakfast some time.

It was good to be back at a car show, when we took both of ours along to the Totnes Rotary Show at Staverton and were joined by a number of members, Marc & Tracey (minus car), Jackie & Allan, John & Irene, Graham & Wendy, Peter C who brought along Chris with his late Father's Stag. Alas AA'd home due to a fuel pump failure. Also there were Steve & Sally, a number of Dolomite Club members and TR Register with a number of dual Club members.

This too has a date for next year, **25 June**.



COMING UP FOR DEVON

Wednesday 17 August - Club Night at our old haunt, the Star Inn at Liverton TQ12 6EZ. Ample room in a level car park. Do come along and say Hi. Have a look at their website - ourlocal.pub/pubs/the-star-newton-abbot and check out their menu beforehand.

Saturday / Sunday 20 and 21 August. Back to another old haunt - Stafford County Showground - for what is going to be a huge get together of Triumphs and MGs. TSSC is the lead Club this year, so please do support us and come along. Stafford is not really too daunting to get to (!) and we have made the trip many times in the past. We will be using far more of the Showground this year, and the camping facilities will be good. There is also ample alternative accommodation nearby. Club members have been asking for many years for the Club to return to Stafford, and this is our opportunity to repay the Club's confidence in going back there. There are many indoor halls apart from the old favourite Bingley Hall and there will be loads for all the family to participate in.

Sunday 4 September is the second running of the Triumph Tour of Devon. Again with three start points at Exeter Services, Bowling Green Torrington and Tesco at Lee Mill, Ivybridge. This FREE event is a completely non competitive social run, the whole route from any start point will be around 250 miles, but we'd like to see everyone for a photoshoot at the finish - Whitehouse Services at Okehampton in the late afternoon. Please let me know soonest (sue@jassy.org.uk) if you would like to register to take part.

Moving on, on **Saturday 11 September, Peter Howell has arranged for us to have Breakfast at the Hunters Moon in Cornworthy**, meeting for a drive beforehand in the Long Marsh car park (TQ9 5AL) at the end of Steamer Quay in Totnes at 9am. (Note - NOT the big car park opposite the vet practice) Please do let us know if you would like to come along.

As 'summer' draws to a close, get out in your Triumphs and enjoy.

QUICK DEVON DIARY

Thursday 4 August North Devon Club Night at the Crealock Arms, Littleham nr Bideford

Wednesday 17 August Devon Club Night at the STAR INN, LIVERTON TQ12 6EZ

Sat/Sun 20/21 August Inter Club TSSC/TR Reg/ MG Car Club & Stag Owners Show at Stafford

Sunday 4 September Triumph Tour of Devon

Saturday 10 September Breakfast run to Cornworthy nr Totnes

Sue, John and Nigel

Essex

e-mail: miketitchen@aol.com

FB - **Triumph Sports Six Club Essex Area**

Mike. 07860 708356

Steve & Janet went to Laon in France

We had to leave very early for the ferry because a tanker had blown up on the A130 and we would have been stuck

on a 2 hour traffic jam. We arrived at Dover where we met up with John, Donna, Barry and Laura from M25 area. We arrived in France and stopped for something to eat and drink and then drove to our hotel. Andy and Nick from Devon area arrived and we had an evening meal all together. The next day we visited St Quinton where we had a great day with lots of Classic Cars turning up, there were marching bands and lots of other entertainment. The next day we did the circuit around Laon town with Andy and Nick in their 2-5 GT6 and then met up with John, Donna, Barry and Laura and did 4 1/2 laps. That evening we went to where the M25's were staying, a lovely holiday park where we had tea and cake. We stayed on until the end of that week and had a slow drive home clocking up over 600 miles in all, without missing a beat.

Aldham Classic Car Show - A couple of members went to this show, weather was good.

Abridge Village Festival Finally, after a long wait, the Abridge Village Festival started again, the last one being in 2019 it's a local event to support the community. Melvin and Arnie were the only ones to go from our group, and as usual, both cars looked beautiful. Daryl went in his Mustang as the Herald had a flat. After doing a rough count, there must have been well over 200 cars attending, plus some motorbikes and scooters as well.



There always is plenty there for all of the family, from dodgem cars, bouncy castles, the rodeo bull, rotating beam to jump over, roped trampoline and more, plus food stalls, live music, bar, tea, coffee and cakes, a little antiques fair, craft stalls etc. Of course the weather did really help, being sunny, but not too hot.

Crouch Valley Showground - Allan and Janet had a nice time in their 1500 Spitfire at this small show, with very interesting cars and even a few Triumph's.

Me and Sue were away on holiday in Norfolk so we decided to drive in our Spitfire Mk2 to Norfolk areas Monthly Meeting at The Swan in Ringwood, near Norwich. It was nice to meet Colin and other members. I am sure we will catch up sometime Paul and Christina

Braxted Park Estate - This event was well attended with 900 cars spread over a few fields on the estate, Essex had 3 cars, me & Sue with our GT6, Linda & Mick in the Stag, Melvin & Carol in their Spitfire & Tony and Caro-



see with 1940's dancers & music. The main lawn outside

line paid us a visit with his sister. It was a really good show, well organised and plenty to

the house had Mercedes cars as they were celebrating an anniversary.

Lawns Rochford - A brilliant day at The Lawn Classic Car show we had 7 cars attend. Quite a few people stopped at our stand to chat some who had their Triumph cars parked elsewhere in the show. Lots of cars to see and stalls to buy things. Some had Pimm's on the green at the house and gardens. Everyone on our club stand had their own cream tea in a picnic box an AO treat. We won a prize for the club which Brian collected. The weather was glorious, some would say too hot but at least we had a gazebo up for some shade.



Matching Green Classic Car Show - 3rd July 2022

A write up from Arnie

The event is held on the green in the centre of the village, which also features Matching Green Cricket Club. The area is huge, if you go on Google Maps Satellite view, it gives you an idea.



We arrived at about 10 past 10, marshalling was not too bad, but there was a bit of a hold up, mainly due to the number of cars which arrived at the same time.

As a guess, there must have been well over 300 cars there, with a central arena, where cars drove in and the owners where interviewed, telling the story of the car.

Food outlets left a lot to be desired, with just a pie shop, the usual burger and hotdog sales and a cake stall. At an event of that size, I expected some more variety, no vegetarian / vegan stuff, but luckily, we brought our own stuff. Also, only four porta loos, including one for disabled, did not really cut the mustard.

There were a few craft stalls, raffle stall, and some bits to entertain the children, but they had more at Abridge, and Abridge is a much smaller event.

As far as cars goes, there was a good variety, not just classics, but also some interesting modern. There were quite a few Triumphs there, but did not have a chance to see any of the owners and have a word.

All in all, it was ok, but would not necessarily go again, where I would always go back to Abridge, or Buntingford, they just have a different feel.

Mike

Up & Coming Events
August 2022

Saturday 6th - Waltham Cross Show - 9am - 4pm
Ticket holders only.



Essex Gatwick - Gloucester

Essex Continues

Sunday 7th - Little Easton Manor Classic & Interesting Car Meet, Dunmow CM6 2JN - Book online on their events page by RSVP arrival time between 9am - 4pm
Sunday 14th - Essex Area Club day - Annual BBQ at Mike & Sue's - phone Mike for details

Friday 19th - Sunday 21st - Inter-Club Triumph Weekend - Stafford County Showground - See Courier for details.
Staying at The Premier Inn, Stafford North.

Sunday 21st - Battlesbridge Breakfast Meet - Antique Centre, Maltings Road, SS11 7RF - 9am - 12 noon
September 2022

Saturday 3rd - Buntingford Classic Car Show - Arrival 9am - 4pm - Ticket holders only

Sunday 4th - Capel Manor Classic Car Show - Arrival between 8.30 - 11am - Ticket holders only

Sunday 4th - Duxford All Triumph Classics Day - Duxford Airfield CB22 4QR £20 per person payment by cash only on the gate, includes entry to all of the museum.

Gatwick

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Hi all, Hope you're enjoying the weather! The Goeffs Park classic car meet had great weather, but sadly not the numbers that were hoped for, but there are plans to try another one later in the year. But those that came along had a good time.

The Meet at the Red Lion was a great evening with triumphs a plenty to see. What a difference it makes



with these light evenings

Colin AO from West Kent popped by with his Spitfire 1500.



the right colour. Looking good! The mk1s out side the Red Lion Chris's mk2, Dolly is finally home again after major heart surgery & decided to celebrate



Chris got the finishing touch done to his finished engine, the rocker cover painted in



by taking her top off! Maria's 12/50 looking very smart And all eyes were on Edwards engine with its weber carburettors.

Finally we have the **Cranleigh Classic Car Show on the 14th & Capel Classic Car Show on the 20th of this month.**

But the big one, which is a must, is the **Inter-Club Triumph Weekend on the 19th to 21st August**, it should be a good show.

Our next meeting is on the 9th, so see you soon.

Sorry it's a short write up this month. Take care & enjoy your Triumph



Tony

Gloucester

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Hello all, hope you have all been well. Haven't we been having some scorching weather last month? Lovely, hot, sunny and dry. It's the kind of weather our Triumphs need. Of course, last month was a big trip overseas, to the iconic Le Mans Circuit. Camping at the lovely and amazing Tetre Rouge with amazing views of the Dunlop bridge.

So, the trip down to the ferry was fine and smooth, boarding on time and leaving on time. With everybody on and the cars, we arrived into Caen the following morning. Some of us decided to go in classics whilst others in moderns. Driving through the lovely French villages and countryside we stopped for a break at Falais. Unfortunately, Brian's car had developed a fault along the way which meant it had to be recovered on a recovery truck back to the UK. Hopefully next year when the trip to Le Mans happens again it will be all good and behaves! Once at the campsite it did decide to rain a little bit whilst we were pitching our tents and some of us did get rather a little bit wet but this was the only rain we would see for the entirety of the trip. Coleman tent up, all the rest of the tents up, it was time to relax a bit and get into the spirit of Le Mans. The Club hospitality tent was in full swing with the bar up and running and the burger van providing breakfast and food throughout the day.

Breakfast and dinner were cooked by the fantastic chef Andy and his assistant Vicky. Many thanks go to them for ensuring people were fed and watered throughout the stay at Tetre Rouge. Of course, being at Le Mans there was lots to do. Some of us had track laps booked, others ventured into the town centre of Le Mans, others went into the Racing Village which is a World in itself comprising of the eateries, shops and boutiques and of course the paddocks where the racing teams



Gloucester Herts & Beds



have their workshops and rest areas gearing up for the races. There was a big turnout this year as it's been postponed due to Covid in the past and so it was lovely and refreshing the whole event running again with so many cars and people

flocking from all over The World to attend. On the one night some of us had planned to go and see Le Mans 66 at the open-air cinema within the racing village but sadly was full and there was a lack of headsets to go around. Better luck next time there. Some of us had ordered some picnic hampers which were absolutely fantastic. A three-course meal for 2 people in a lovely Le Mans branded picnic hamper complete with cutlery, glasses, serviettes and plates! I decided to share my hamper with Stef as he couldn't get his hands on one in time. We shared a table with Brian & Jo who also had purchased a hamper, the company was splendid!

As the days went past, the atmosphere was buzzing and a lot of us just didn't want our much-awaited holiday to Le Mans to come to an end! Leaving Le Mans to head back to Caen was straight-forward. We stopped at a Tarterie (tart shop, cakes :-)) for a bite to eat and to indulge in some French pastries. It was lovely, the cake shops are a place where you could easily buy everything! Onwards to the port there seemed to be a free-for-all dash to the security points and multiple checkpoints checking our documents to see they were all in order. Being one of the first to arrive at the dock meant I was one of the last to board the ferry, don't ask I don't know why I was literally the last car to board but one, we eventually set off to head back to Portsmouth. Of course, the entertainment on the ferry back was good, not sure what the Quiz team was called comprising of Marcus, Andy, Sarah & Vicky but they did amazing on the music quiz, even winning the star prize, some bar vouchers!!

Arriving late, of course everyone just wanted to get home. Thanks to multiple road and motorway closures some of us didn't get back home until 3:30am! Aside from this, we all had an absolutely fantastic weekend. A big thank you to Vicky for arranging all of our



ferry crossings there and back, keeping everything up to date with the constant changes of ferries and Covid disruption over the last couple of years, our cabins and all everybody else including Club HQ staff who worked tirelessly throughout the weekend to ensure all went smoothly. Thank you.

Here's to a lovely August everybody, take care and see you all soon.

The TSSC/TR Register/MG Car Club Inter Club International which is on 19th - 21st August 22 at Stafford Showground. It is a lovely weekend if you have decided to camp or of course you can just go up for the day. And on that note, there's just one thing more to say...Keep them running smooth on all 4, 6 or 8!

Costa

Herts & Beds

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Hi Folks, we have a few dining at the Raven pre the club meeting which seems to suit some, and support at the pub is still around 25 members each month. We have as said before upgraded the Raffle to involve more chocs and booze, it's not easy to find loads of cheap stuff that no-one wants, so yes it will be more waistline and bladder oriented from now on.

15 made the trip to Bressingham with 4 lines working and the gardens in pleasant splendour and surprised to find two Commer trucks from my past, the 2 Stroke diesel has a sound as nostalgic as the steam engines.

When this is printed 30 members will have been thrilled at The Fawley Hill Museum July 31st and some may have won a prize at the TR Show and Shine held on the 20th 26th June, a few joined in the fun at BuzzRail our local Leighton Buzzard Narrow gauge railway classic day for a 3 mile puff, not too many Triumphs there but inundated with questions about my 2000 and John's Stag kept us nicely occupied.

Duxford is getting sorted and anyone wishing to Help on the day gets in free !!!! but I need to know and it's a 8am arrival as set up must be done ready for the 9am public entries.

If you have not been for a while the Raven have sorted out their hospitality and its working really well now

There will be a **Joint Triumph/Jaguar club meeting on Monday August 8th** to judge the best of both and a BBQ at £7 if you wish to book a BBQ let me know

Next meetings 25th July, August 8th, August 22nd, September 26th at the Raven PH Hexton SG5 3JB around 8pm

That's about it

Pete
and Team



West Kent - M25 East

West Kent

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Hi folks. Been a good month with well attended meetings. Had 5 cars and 8 bodies at the Pheasant and 3 cars and six at Bodiam. Good start but very wet drive home. Spitty fine with a bit of rag in the window corner did well to keep me dry.

Great to see Roy at both meets and hope the new faces pop back.

I popped over to the Gatwick meet, very much the same as ours so if anyone else wants to come, its good to support each other.

Bletchingley breakfasts still a very busy morning, with some great, different cars attending. Always a good selection of TR4s for some reason, with Ken and Andrew heading up the best. Headcorn Aerodrome was a cracking day out, met up with Ken, Andrew and Chris Lilley so I could show of my new minilite wheels he sold me at Leatherhead. So not much else happening, I will make an effort next year to organise better.

Ruth GT6 and Paul Spitfire always in our thoughts, do hope to see you soon.

Take Care.



Pheasant Meeting



Headcorn Aerodrome

Colin

M25 East

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Greetings M25 Easter's, well haven't we been a busy bunch over the last few weeks. After our escapades in France it was straight in to a weekend at the Aldham Old Time Rally which this year was at a new



and bigger venue. We went down on the Saturday morning and spent the day with Brian and Jean. Paul turned up later to spend a nice evening camping with myself and Donna.



There was good live music over at the marquee but it got a bit chilly so we spent the rest of the evening back at the Dandy along with Captain Morgan, who really warms your cockles. The rest of the gang turned up on Sunday for a nice day in a very packed showfield.

The Braxted Park Show was a bit of a disappointment. Most of the classics were parked in a field out of the way while on the big lawn in front of the house were a load of Mercedes, which were mostly nearly new cars. There wasn't really a great deal going on either so I doubt if we'll bother with that one again.

On a more positive note the Broyle Steam & Country Show was great. Myself, Donna, Malcolm and Lesley arrived on Friday afternoon and once camp was set up we enjoyed a nice BBQ in the



evening sun. We then enjoyed a few drinks over at the bar whilst listening to the excellent live music. We were joined by Anne on Satur-

day morning with her Rickman kit Car as her Hurricane wasn't ready. There was loads going on, the biggest display of full size steam engines



I've seen for ages. Toot stalls were in abundance with all manner of tat for sale. The strangest one being the tea pot, complete with old tea bags.

The M25 Eat Massive were out in force on Sunday with a total of six cars. It was especially nice to see Dickie Boy out in the Vitesse again after all his trials and tribulations. His little happy face was a picture ha ha. This is one show we should go back to and camp in bigger numbers next year. There was so much to do and see, the live music was great and the organisers were so laid back and accommodating. And best of all it was free for exhibitors.

The weekend after found us back in Essex at the Little Waltham Open Gardens and Classic Car Show. The show was held on the village sports field, handily opposite the local pub and as the title suggests some of the local gardens were open for viewing. There was no toot stalls or anything like that so it was more of a sitting around, chilling and chatting type of day.

We must have enjoyed ourselves as we were one of the last to leave. It was nice to have Dave out with us for the first time in his lovely Damson 13/60 Convertible, he was on his own due to family commitments but hopefully next time Donna will be able to join him.



Newbury - Norfolk



As mentioned before Dickie Boys Vitesse is up and running again after having all its fuel lines and tank cleaned. Hopefully that's sorted it once and for all. Now, you probably all know that I fitted the MK2 MGF seats into my Herald recently and reported that they were nice and comfy. Well, after having them in the car for about a month I saw on Ebay a set of MK1 MGF seats (preferable to me as they match the Herald interior better). Typical, why couldn't they have come up first. I couldn't resist them and they were 1 - reasonably local and 2 - I got them for a good price. It didn't take long to fit them as the previous owner had them in an Alfa Romeo and had done most of the modifications required. I must say they do look very nice and I was very lucky as they are in really good condition. So, if anyone is in the market for some nice MK2 MGF seats, they'll probably be up for sale soon.

There are some lovely weekends away coming up this month - firstly the Leicester & Rutland Area Sunshine Rally. I can thoroughly recommend this one, you will be made most welcome by the L&R Area and you will have a great time. And of course the big one is STAFFORD. If it's anything like Malvern last year it will be brilliant. - That's all folks - see you in a field somewhere -

John

August Events -

Friday 5th - Sunday 7th - Leicester & Rutland Area Sunshine Rally

Saturday 14th/Sunday 15th - Echoes of History Show (Essex)

Friday 19th - Sunday 21st - Triumph & MG Show (Stafford)

The picture Right shows the area cars at Henwick playing fields in Thatcham.

The Herald 13/60 (second right) is the one Dave is working on. He has now replaced the front bearings, discs and brake hoses. Fitting an over-drive gearbox is the next job. Nigel, owner of the TR7 pictured here, went to the Albourne Doggy and Classic car show, in convoy with his neighbour's 1974 Spitfire and 1963 Morris 1000.

It was a really nice local show and certainly one to try out again next year.

It has been so enjoyable to get the cars back on the roads and attending shows again. Long may that continue!

Robin

Please Send Area News to:
courier@tssc.org.uk
By 8th of each month - Thank you

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Newbury area on Tour: The next venue for our tour of the area is The Carnarvon Arms RG20 9LE on Wednesday 10th August. The meeting on 27 July will be at The Craven Arms as usual, where we had a wonderful evening in June. It was certainly a night for TR7s with the car park boasting three super examples.



One belonged to Matthew who was visiting the pub with his son Oli. It wasn't long before all three bonnets were open and comments of mutual admiration shared. There was plenty of discussion about the front bumpers and side indicator lenses, apparently a feature of export models.

Peter and Karen took their TR7 to Yattendon Classic Vehicle Show, exhibiting with another club.

They met Roy who was there as an individual. Organisers estimated the number of vehicles on site at around 600, including a Sherman tank.

That was an incredible turnout, particularly given the fact that the show was on the same day as the Thatcham Community event which also drew in a good number of classic vehicles. There's clearly plenty to go around!

June meeting was a bit down on May's, with 6 cars, 2 TR7's, 2 Spit MkIV's, a Vitesse, and we were able to welcome a guest Mk2 Spitfire brought along by Mike and Sue (Essex AO) who were holidaying in the area. We chatted about the Jubilee Pageant at Sandringham, which was very successful, despite the very unseasonable weather, along with the progress being made by our AO's Paul and Christina on their Round Britain Tour raising money for the East Anglian Air Ambulance and the amount of media interest generated in articles with Classic Car Weekly mentioning the Sandringham event with photos and a letter of Paul's son Chris published in Classics Monthly. Forthcoming events were announced for July with the 27th Annual Charles Clarke Rally on the 10th at the Skeytan Goat, and North Norfolk Railways 60's Weekend on the 23-24 July at various points along it's tracks from Sheringham to Holt. Finished with a good natter and noggin with Mike & Sue swapping some great stories and anecdotes from our areas. Any TSSC members holidaying in East Anglia, remember we meet 2nd Monday in the month are all welcome, Triumph or not. Next Meet Monday 11th July.

Colin (proving that it runs just as well without us)

Date not to be missed - **Sunday 14th August - Tea and Cake Afternoon.** One of TSSC Norfolk's most popular run outs with tulip route to Saham Toney for our Tea and Cake afternoon. Details to follow by email.

Paul & Christina



North East Northern Ireland

North East

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I have had a busy few weeks, going on holiday at the beginning of June, a weekend of car shows, then attending the Classic Le Mans in France, and in another 5 weeks and I will be away again, things still haven't got back to normal on the show front, but let's hope more events will be on the cards for next year.

Update on shows

Teesside Airshow - Only 5 cars attended this show at Teesside Airport, the main reason for low numbers was the early start time and the late finish. We had to be on the display field by 9.30am and were not permitted to leave before 6.00pm, we were parked right next to the fence and had a good view of the runway and all the flying displays, which was a bit disappointing as there were only 6 flying displays all day.

There were major problems with traffic marshalling for the public to enter, with some taking over 3hrs to gain entry, in my opinion I don't think I will be attending next year.

Morpeth Fair day - As usual we met up at the farm shop Cafe, for coffee and breakfast, before we assembled for the parade through the town, we had 8 cars in the parade and all lined up together on the display field, as usual we had a good time just talking to people and having our picnics. The only down side of that weekend was that I think I brought covid back with me from my holiday, as just about everyone I was in contact with was ill the next week.

LE Mans - Deryck and I travelled down to Portsmouth, leaving home at 5am on the Sunday before race weekend, the roads were empty and we made good progress, not pushing the Spitfire, just cruising along at 60mph, our ferry was booked for 2.45 pm so we wanted to get a good start in case of any issues, after meeting up at Northampton at 9.00am with Joe and Brian who left the northeast a bit later as they were in Joe's Nissan 370z, we set off for Portsmouth and our ferry to France, and that's when the overdrive on the Spitfire decided it didn't want to play anymore. We had this problem for the rest of our travels, it would work first thing in the morning when it was cold but as soon as it warmed up a little it stopped, we have to sort that out, could be a sticking pressure valve if not it's a strip and rebuild.

Over the 10 days we were away we covered over 1300 miles and still returned 38mpg, and that was traveling at 60/70 mph when we could, with the car fully loaded. Pauline and Greg had a small issue with the Scimitar, as they were no more than 1/2 mile from Le Mans there car decided to boil over, after cooling down they arrived on the circuit campsite, after investigation it was found that a blown fuse in the cooling fan was the issue, but then as they were leaving the Brake light switch fell to pieces, so no

brake lights, apart from these issues we all had a great time and all got back safe and sound.

AGM - We will be having an AGM at our September meeting. It has been a few years since we had a one due to covid, and if anyone has any issues please come along and make your voice heard, any one wishing to stand as AO or Treasurer please put your name forward.

Upcoming

Whitfield county show Hexham Sept 11th - a few of us attended this show a few years ago and had an enjoyable day, watching whippet racing and steam engines. don't think we have to book for this one but if enough want to go I will contact the organisers

Geoff

Northern Ireland

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Quite a bit has happened this last while so I will have to hold over one of the events for next month's report as space is limited. Sat 18th June saw us on our run in the Armagh/Down area in the capable hands of Heather and Colin (L). Meeting at the Park and Share at Banbridge there weren't as many as usual for this one with the leaders being joined by Valerie and Ernie (F), Alan and Maureen (H) and the Hogg duo.

Moving off on to the Rathfriland Road and then, after several miles driving on the main road, turning right on to Sentry Box Road to then take a hard and difficult right to the Ballynanny Road that brought us eventually to Loughbrickland and, of course, a lovely view of the lake there. Using the A1 underpass from there to use the Greenan Road (translates as "the road of the sun" from the Irish Grianan) and Blackbridge Road brought us all to Poyntzpass. No hold ups this time at the railway crossing to afford a photo opportunity for me we then followed along the line of the main Belfast - Dublin railway to the Drumabanagher Church junction and then over the very steep hill of Tunnell Road. Norman (E) would have loved it with all the grass growing up the centre of the narrow road as a sump cleaner. Pity Alan (F) hadn't been at a birthday celebration in Limavady as he would have appreciated it too. The road crosses over the Lissummon Tunnel which is actually Ireland's longest railway tunnel, now disused, but still so long that they put two 'I's in the road name. Across the main road to Kingsmills and then a drive directly into Markethill for coffee and scones at Alexanders in the centre of the village. Whilst there were only a few ladies with us on this run they still took the opportunity to do some retail therapy, again, I might add. The second phase was from Markethill towards Whitecross and beyond as we passed



Northern Ireland



Shaw's Lake on our right on our way there. Next up for us was the Carrickananny Souterrain, a historical landmark as they say, just before we reached the village of Belleeks.

It was then over the mountain road to Lislea that provided us with a great view of Shark Finn Mountain on the way there. From there we dropped down to Camlough Lake via Sturgan Brae, with Slieve Gullion over to our right in the distance. Once round the lake we were on our way to Camlough and then onward to Newry to join the A1 just before the railway viaduct bridge that is a smaller version of the one at Craigmore.

As we were behind time, I won't mention why, we took the direct route on the dual carriageway to our booked eating place at The Boulevard, Banbridge, the Salt Kitchen, for our evening food. As has become the norm here we all had a very good meal to our own standards. Once again, a big thank you to Heather and Colin for arranging the day and the places to visit, enjoyed by all.

Our next event on the calendar was our weekend away in Fermanagh. Meeting up at the Route 26 filling station near Moira saw us having six cars for the trip on Sat 27th June to the following Monday. This time we had the two Alans (H&F) with wives, Valerie and Ernie (F), John (G) and Billy as well as two cars from the Hogg family. Bearing in mind the cost of petrol we decided to drive reasonably direct to the Birches roundabout at Jt 12 to then move inland towards Lough Neagh on the B196 towards Maghera where I got my "Clons" and "Colum's" mixed up, although we eventually did get back down to the Tamnamore and Killyman areas after arriving at Dungannon, to take the A4 to Ballygawley. Next "mistake" was that we found that the Suitor Craft Gallery was closed.

Undeterred we made our way to Augher Station House and probably had better suited food for us all. Several of the men really enjoyed the all-day breakfast! Probably suffered a little afterwards at tea time in Enniskillen though. Bit of a photoshoot outside the station and then we were on our way again along the A4 towards Fivemiletown where we left it to move inland and uphill to take the B107 to Clabby and beyond as we then came to Tempo to reach our overnight destination stop of the Westville Hotel in Enniskillen. Naturally we had to be there in time for some of the ladies to shop and others to walk and talk in the general area. (

Photo 6 here) A good evening meal was had by all, a few drinks and then some entertainment from Billy's singing along with John, who was also on the ukulele, to pass the

evening away. Breakfast over on the Sunday, packed lunch properly stowed, and we were on our way along the A46, the main road to Belleek, keeping to the west of Lower Lough Erne. Eight miles later we headed inland towards Garrison to the Glennasheevar Road until we came to our first stop and viewing opportunity, the Lough Navar Forest Drive. Some had been here before, many years ago, when it had just been a forest track and appreciated the tarmac transformation. A really great viewing point of the Lower Lough and the surrounding areas, as well as its walk to the bottom.

No takers that day though! A further three miles back down the other side saw us travelling towards Garrison. I found out that day that if you're going to Garrison and turning right is correct, it's always better NOT to turn left! Safely through Garrison and, with Lough Melvin on our right, we followed the border using the B52 to our next stop at Belcoo whilst passing both Lattone Lough and Lough Macnean Upper on the way there. It was here that we had our toilet/lunch/picnic stop that had very kindly been supplied by the hotel, it was good too, along with a cuppa. Good surroundings in the park as we viewed Lough Macnean Lower as well as telling an American to "clear off" after he mentioned MG cars to a party of Triumph owners! Lunch over and a short incursion into Blacklion before reaching the Marble Arch Road to continue the border road journey to Kinawley and Derrylin. Crossing over Upper Lough Erne, using the New Bridge Road, and on to Lisnaskea before taking the most direct route, using the A34 and A4, back to our overnight base at Enniskillen. Should have used the Gola Road though, as it was in my plan with its better views! Nevertheless, back in time for shopping and, a walk for myself and a few others. Another good evening meal at the hotel with the remainder spent having some craic in a secluded corner of the hotel. Mon saw most of us filling up, whether we needed it or not, as I found Asda were at 177p for petrol, 13 p less than elsewhere. Bit of a shock when leaving and paying for my extra evening meal on the Sun - £147 plus had been added for drinks. Wouldn't have been too bad but I only drink lemonade and lime! Eventually sorted as the young waitress believed the remark, you know it, "Put it on his bill, he has the money"! Well, she did.



First stop of the day was to Irvinestown where I had a surprise for the men, a garage of odd and old cars, that I had previously found on another visit. I think the group were surprised to see all that was there at a private house. We even had Alan (F) getting the buying cost details from the owner, Winston.





Northern Ireland Notts - Peterborough

Northern Ireland Continues

On the road again after collecting a ladies "shopping", our first location was Dromore then on to Fintona before joining the A5 at Gortaclare to journey to Ballygawley to then take the B34 before joining the A4 to our lunch stop and shop at The Linen Green, Moygashel and the official end to our weekend run.

vThoroughly enjoyable weekend and time together was had by all, as they say. What next for the club! By the time you read this the Ice Cream run will be over, a great night's fishing I believe. I missed it due to Covid so a big thank you to Brian (S) and family for hosting the club members to their home for tea/coffee and those sought-after buns from Ciara.

My Sperrin's run on 16th July will also be over.

Wed 3rd. Aug is our monthly meeting at Nortel Social Club, **Sat 13th Aug** will see the Peter (M) run and **Sat 20th Aug** is the Alan (H) run in the Antrim Hills, with their full details at a later date. Please come along and support these events and the organisers who arrange these on behalf of the club. Hope to see you all soon.

Douglas.

Notts

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We have both so busy over the last month after our jolly to Newark. We had a great time in Le Mans with TSSC watching the 24 hours classic racing plenty of beer and wine flowing with Marianne cooking on site at great prices. Nigel Chris and Bern went to Carrefour for beer and supplies. The drama began before our trip as the refrigerator van hire company decided we weren't having one after three years waiting so Chris rang around and an ice cream van was offered but no mr whippy for us. Nigel came to the rescue with a refrigerated van and purchased this a day before we were due to go. Unfortunately our very own Julian Rowell could not go as Gill had a poorly back but next year Gill we will make up with wine and gin. So me, Nigel and Nigel's dad set off to Club HQ on 28th June with the new van.

Swopped goods tents and stuff. We then. Set off to catch our ferry for 6pm. Dover bound making one stop off we got on an early ferry to Calais bound with our caravan in tow. Food and drink for the crossing and arrived in Calais at 7pm one hour in front of uk. Got into France and our journey began to Le Mans. Stayed in the services over night slept in the caravan and woke bright and early with coffee and croissants. On the road again. Arriving around 11am where



there marquees were up but just the bar and other set up needed sorting. Nigel, Chris and Bern went off for the all important supplies. Marianne started cooking and we were off. Great food wine and beers in full flow for Thursday and Friday nights arrivals and the whole weekend was fantastic.

If you have never been or done Le Mans with TSSC get booked you don't know what your missing. In 2023 there is another Le Mans Classic as they are celebrating 100 years as well as us with Triumphs so its going to be a special event, then we go back to every two years so next one is 2024.

NEC is happening in November Club discount code is in the Courier we will be there with regalia and books on the stand so hope to see you there but even before that **19th-21st August 2022 is Staðord show ground**. Lots and lots of traders & bars and restaurants available, music throughout the day and band in the evening all the usual concours and rocker cover racing, Scalextric's and craft stalls of plenty. Mobility scooters for hire as well. Camping with tents, caravans and mobile campers or b&b or hotels available around the show ground. Let's make it great like the old days. Hope to see you all soon look out for texts and facebook for any changes to Stags runs out etc.

Thank you for your support. Best wishes

Nigel & Di

Peterborough

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Tel. 01780 666045

In July we again met-up at The Gordon Arms in Peterborough. The meeting proper started at 7:30pm, with a pre-meeting meal starting at around 6pm. There were 8 of us eating, so the room booking fee was again waived.

Next meeting, will be on Monday the 8th of August 2022, again at The Gordon Arms :

Please remember to bring a raffle prize!

We had a great day out visiting "Just Jane", the Lancaster at Lincolnshire Aviation Heritage Centre, with a number of clubs cars attending. Sadly some of us had to use non-club cars (me included) so that number was only two. Still, it was a great day out, and I may well go there again. Coincidentally the following Saturday I was at a run in Crich, and they had a Lancaster fly-over (of three circuits I think) which left a bit of a lump in my throat.

Paul's Vitesse made a showing at the meeting point, but unfortunately when he filled the petrol tank he discovered that the tank level sender gasket had failed, so he had to quickly swap to another car instead. The good news though is that he seems to have fixed his 15-miles-per-coil issue. Fingers crossed...

I finally tracked-down an unpleasant vibration which was caused by a replacement driveshaft UJ not being sufficiently centred, thanks Sav et.al. for the pointers at the last club meeting. If you're replacing UJs, remember to get the circlip recess nice & clean, and be sure that the circlip has properly

Scotland Central Somerset



seated. I found that I could see a difference if I looked at the inside of the cups from a side-on view, if that makes sense.

Doug is still tidying his GT6 up and was having difficulty finding trim parts and because he had to buy a few more than he needed he has some spare. FQ3405 Nut Retainer - 1/4" UNF and 618432 Spire Studs for the Luggage Floor are available if you wish to contact him. They may fit other vehicles too, but he hasn't a cross reference. They might help your luggage floor boards stop that annoying rattling when you go over some rough roads.

Charlie.

Scotland Central

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FB. www.facebook.com/groups/TSSCSomerset

Just back from our monthly Club meeting in Glasgow and much excitement on the upcoming Glamis Castle Classic Car show this weekend and looking a bit further on to the TSSC International at Stafford next month.

Quite a number of the TSSC Scotland team will travel down from Scotland Stafford starting on Thursday 18th and travelling down to Cheshire before a mad dash on to Stafford on the Friday Morning.

Looking back a few weeks we have been to the Sir Jackie Stewart festival of Motoring event which was held in the Grounds of Thirlestane Castle, This was a great event with an estimated 1500 Classics booked in on the Sunday and it was great to see Sir Jackie out and about at 80 Years of Age, It was great to see the development of the F1 cars from the sixties through to the Red Bull cars of today, I think all of those who attended thought it was a great show and are looking to Next year.



Moffat Show was also held last weekend and the weather was awful and was a near wash out, we managed to stay dry under the event shelter until the back of lunchtime but then had to give up as the skies opened up again, It was Gordon Bisset's last show as organiser and after 25 years at the helm and at age 84 Gordon has decided to hang up his cap as show organiser. We would all like to say a big thank you to Gordon and his team as we have thoroughly enjoyed attending the show as a club over the years, The show is still to go ahead again next year with a new organising committee at the helm.

We also have **Biggar show on Sunday 14th August** for those wishing to do a local show, Please keep in touch

Dave

Somerset

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The Powderham Show is taking place this weekend as I am writing this. I have never been but I am assured it is the show to go to in area. Unfortunately we can't be there this year but we do have Somerset members on the TSSC Devon stand. Thanks to Sue Franklin for organising this again as it is a grera help and of course it does mean more Triumphs all in the same area of the show which is good. The weather is meant to be great so it should be a good one. I will get one of our members who is going to do a write up for next months Courier.

The Bath Festival of Motoring took place in mid-June and TSSC Somerset were there with a stand. I was hoping we might get a few Somerset members attending but when I contacted the organisers a couple of days before the show I



was told that we had one car booked for Saturday and two for Sunday. One of those cars was mine of course.

This was quite disappointing as we had advertised and promoted the show to Somerset members for the past two or three months.

Denise and I arrived at the show at about 9:00 on a grey day nothing like June should be. The organisation was not great but we heard later that several of the key organisers had gone down with Covid which I am sure did not help. We did not have an allocated spot for our stand so we found a space ourselves and staked our claim by erecting our weather shelter, table and chairs and two banners. We had managed to get all of this into the Vitesse with the roof up with room to spare. Unfortunately the weather did not get better during the day, in fact it got worse and we had quite a bit of rain. Thank goodness we brought the shelter with us otherwise we would have been sat in the car all day. Well actually we would probably have gone home. We did get quite a few visitors but generally it was fairly quiet. One advantage to this was that when we wanted any food or drink there was never a queue at the catering outlets. At the end of the day we left the shelter up put everything else back in the Vitesse and went home.

Denise did not come on Sunday and so I went on my own. The weather forecast was better and I actually had the roof down on the way there. I arrived reasonably early hoping that no one had encroached on the space around our event shelter and luckily no one had. I set everything back up again and waited for Austin to arrive in his Vitesse. Soon after we had two cars on the stand. A 100% improvement



Somerset - Southern

Somerset Continues

on the day before. Then a guy turned up and said he was from the TSSC Avon area and did we want his car on our stand. Well of course we did so a few minutes later he arrived in his Vitesse. So then there were three. A while later another Vitesse arrived also from the Avon area and we put him on the stand too. So from all the different models of Triumph that must be owned between all the Somerset and Avon members we had four Vitesse Mk2 Convertibles on the stand. It was an impressive sight. From just Denise and I the previous day we now had a stand that was buzzing with people. The show was really busy as the weather was a huge improvement but it did mean that the queue from food and drink were so long that I was not prepared to wait in them. I survived all day on the water I had taken with me and a pastry I bought at the show as there was no queue on the pastry stand.

Just out of interest, next to our stand at the show on Sunday were a pair of Manx Nortons. I'm not up on motorcycles so I can't really add anything. These were both fired up during the afternoon which was pretty impressive.

The next show where we will have a stand is the West Somerset Steam and Vintage at Norton Fitzwarren. We have nine cars from Somerset and Devon booked on the stand so it should be a busy day. There will be a report on this next month.

Don't forget our monthly meetings at the Knowle Inn at Bawdrip near Bridgwater every second Thursday starting from 7:30-8:00 pm.

Until next month make the most of your Triumph during the summer months and happy motoring.

Alan & Denise

Southern
Tel. 01252 722432

Hi folks. My carrier pigeon had a right cob on so he failed to deliver last month. Let's hope he is in a good mood this time, so here is an update of the shows we have attended. (Carrier pigeon sent a copy to Mark but it must have been lost in cyberspace for which you all owe me)

Saturday 18th May saw Me, Barb, David and Wendy, Mike and Karen attend the Surrey Heath Show. A lovely sunny day and as usual was quite well attended by the classic car fraternity. Saturday 29th May saw us at the Haslemere Show along with Mike and Karen. We completed the run which was about 60 miles with a half way stop. Most enjoyable too. After the run we went back to the green for the static show. Met up with Derek and Jackie in their Stag. A nice pint of Langhams Hop Head at lunchtime.

Saturday 4th June saw Barb and myself journey to Laughton for the Cuckoo Fair. We left in the rainy clag but as we approached the show the weather brightened up and it turned out to be a nice sunny day, although quite

windy. Just two full steamers on site, apparently they all attended another show not far away. Traders were well down on previous years. I do wonder if it will ever return to the way it used to be. However, there are still lots to see. Pulled up sticks about 4.30 pm to head for home just as the cars were going in the arena. I said to Barb "Shall we join them?", she said ok so we did, eventually heading home at 5.30pm with the top down for a pleasant drive home.

Saturday 5th June saw Barb and myself do a short trip to Farnham town centre for the Jubilee Festival of Transport. There was a short run out if you wanted so we did. Gave it a few leons and felt better for it, not me the car. A good amount of interest from the general public.

Saturday 11th June saw Mike and Karen, Barb and myself head for Blackbushe Airport 80th Anniversary celebration. Lots of classic cars, aircraft which you could get up close to and chat to the pilots if they were about. A good showing of classic cars.

Sunday 12th June saw David in his TR6 arrive at ours at 8am and off to Stoke Row Steam Fair just west of Reading. On arrival we parked up together. Some time later, Mike and Karen arrived and were able to park up just behind us. Show was as usual well attended. Weather being kind to us, a definite for next year. Cheers Mike.

The roaming meet at the Red Lion, Charlton was a bit of a flop. I turned up just as John lay was leaving. He had had a busy day at Goodwood. After I had eventually got a beer in the only other members there were Peter, Mark and Brian. So it was a bit of an early evening for us.

Our July meet at the Stars was a good turn out. Good to see Wally and Brian back with their 1200 Herald and 13/60 Herald.

We had a new member arrive, although we thought he had missed the pub - Tim Smallshaw brought his well turned out MK1 2Ltr Vitesse saloon

The owner of the Green TR6 had come from Middleton on sea, near Bognor for the meeting. The car had once belonged to Dave Burden.

As I am intending to keep the Vitesse saloon along with the convertible (when it eventually comes back) I had decided to sell the aftermarket roof. I put it on Ebay and ten days later it sold for a tidy sum to a lady in Gloucester. She travelled down a couple of weeks later to collect it in her 13/60 convertible which is her daily drive.

Another proud moment for me recently. My youngest daughter Chloe got married. She asked if I could drive her to the wedding in the Vitesse, but her husband Ed took her back to the reception in his Massey Ferguson tractor.

The venues for the **Sunday lunches in October and November are The Fishers Pond and The Fox at Bramdean, dates below.**

August



North Staffs - Suffolk



2nd Regular meet, Seven Stars Petersfield. GU32 3PG
18th Roaming meet. The Tichbourne Arms, SO24 ONA
September

6th Regular meet, Seven Stars Petersfield. GU32 3PG
15th Roaming meet. The Golden lion, Winchester SO23
OJZ

18th Alton Classic car show
October

4th Regular meet, Seven Stars Petersfield. GU32 3PG
16th Sunday lunch meet. Fishers Pond SO50 7HG
November

1st regular meet, The Seven stars GU32 3PG
20th Sunday Lunch meet, The Fox, Bramdean. SO24 OLP.
Don't forget folks the MG's have been invited to the August
meet at the Stars, please try to make it in your Triumph
That's all for now. Take care

21st Aug Lupin Farm
26th -28th Aug Silverstone Classic
27th Aug Ipstones Show
27th Aug Pershore Plum Festival
3rd Sept Eccleshall Show
Make the Best of summer whilst it lasts, take care

Dave

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Hi Folks. So far the weather has not been kind to us for meeting nights, let's hope August is the turning point and we get a record number of cars turning out.

Should the weather be good it's planned we meet earlier at 7.30pm at the George & Dragon, "which is getting yet another landlord" then travel to the pub the current landlord is taking over at Yarnfield the Labour in Vain.

I hope to have a few of the problems sorted on the Stag by then including the addition of electronic ignition.

It was sad news to hear that Paul Swanson, the founder of TSSC had passed away, it's got to have been around forty years since I first came across the club, I think it was at a club show in Stamford.

It was probably one of the first car shows that I ever attended back in the early eighties and from what I recall was very impressed with it all, I can't remember much detail but do remember seeing a very smart looking Vitesse and John Kipping having lots of spares for sale. RIP Paul.

The trip to the Retro show in June was as good as the last one pre pandemic, was that 2019?

Lots of Triumphs there, many taking small caravans, along with a range of big American cars with Airstream vans, with some of the biggest motor homes I've ever seen towing trailers with large American cars in, wouldn't like to pay their fuel bills at today's prices.

The classic car section at the Cheese show was a bit of a disappointment, nothing like the range of vehicles when it was held at Nantwich, a replacement event is being held at Nantwich on 27th July.

**August brings the clubs inter club Triumph weekend
19th -21st back at Stafford showground.**

Other August events

6th -7th Aug Cromford Classic Cars

6th -7th Aug Hebden Bridge

6th Aug Sandon Fate

20th -21st Aug Tatton Park

Mark

July's meeting had great weather, meaning a very busy Sorrel Horse, on top of a good attendance by ourselves and the Capri Club, also meant a long wait for food.

Colin and I had just returned from Classic Le Mans, on Monday and Tuesday respectively. Another superb event, with great organisation by the club on the enviable Tertre Rouge campsite. To be able to sit by your tent and watch the cars go past is a real privilege, especially when accompanied by a cold beer and some hot sunshine. My 2000 Estate behaved itself for almost the whole trip, only letting itself down not long after leaving Le Mans, when a strong petrol smell turned out to be a stuck needle valve on the rear carb. Not having any Stromberg gaskets with me, meant I had to try and blow whatever was sticking it through the fuel inlet. Thankfully that worked, and the car was fine for the rest of the journey home.

Mike has also been racking up the miles in his Dolomite, with his trip to the Shetland Islands completed and clocking in at 1800 miles. The car behaved well, although he is mystified by a loss of ATF from the autobox. He had to top it up twice during the trip, but there's not a sign of any external leakage. Definitely one to keep an eye on.

We also had a new face at the meeting with Phil and his 1969 Vitesse MKII Convertible. He acquired the car off his Nephew, who had done some work on it, but progress had stalled. Now it's back on the road, he's getting increased confidence with it by doing increasingly longer local trips in it.

Seeing him chat with Andrew and Lee about their cars, I'm sure he's got some more top tips for further improvements. Brian is still investigating the mis-fire in Lightning. Comparing distributors showed that his was working perfectly, but he's had to admit that the problem is worse when he's towing a trailer, and that is compounded by the fact his character trailers are anything but aerodynamic. So in order to make life easier, and save a bit of fuel, he's going to build a low profile streamliner trailer for his scooter. Hopefully to make those trips to shows a bit more pleasurable and also to make those £2.00/litres go just a little further.

See you next month, on the **2nd August.**

Russell

Please Send Area News to:

courier@tssc.org.uk

By 8th of each month - Thank you



East Sussex West Sussex

East Sussex

e-mail: gwscarborow@gmail.com

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So, what have we been up to during June? The weekend of 4th/5th June was the Cuckoo Fayre at Laughton. Vic went on the Saturday and Ian/Chris, Geoff/Wendy and Pete went along on the Sunday. The fayre did not seem as big as in 2019 and slightly chilly, windy weather during the Sunday dampened the spirits a little but we wandered around the stalls and autojumble. I met the chap that I bought my Herald 13/60 from (sans bonnet and front valence) as he had a stand for his lorry driving business.

Next up was Pete's birthday bash at Clive and Jill's in Hove. The usual crowd was there to wish him a Happy Birthday. Thanks go to Clive and Jill for organising the cooking etc. and music and use of their garden. Everyone was asking Wendy and I whether we had exchanged on our next house and we were happy to say that completion was set for 15th June. Next year must be my turn to host the party now that I finally have a garden.

On Sunday 12th there was a breakfast run to a new venue; Rushfields Garden Centre in Poynings. Whilst I did not make it, I have been told the venue and breakfast were good.

Horsted Keynes Station, on the Bluebell Railway Line was the setting for a Classic car show on Sunday 26th June. The field was packed with all sorts of makes and models. The usual crowd, namely Andy, Pete, John & Janice, Ian & Chris, Andy & Lynn and Wendy & Geoff went along and had a lovely social day. This was the first official unfurling of the Triumph TSSC East Sussex flag. Thanks again TSSC.

A few real enthusiasts went off to the Le Mans Classic. There was not a lot of time to chat about their weekend before writing this report, but they all seemed to really enjoy themselves, except they all said that cars zooming past throughout the night made it hard to get quality sleep. I think I will have to go next time.

Lastly, Wendy and I moved got the keys to our house on 15th June, so no need to feel sorry for us staying in our campervan any longer (it was nearly 11 weeks in total). Now the hard work begins. Painting and gardening parties at our place!

And so, to the July monthly meeting held on Wednesday 6th July. Turn out is improving month by month with 24 people gathering at The Halfway House and once again it was sunny enough for us to sit in the pub garden (some ladies retired inside). Lots of looking at cars in the car park and problem sharing with other owners. This, I think is one of the benefits of club membership. David and Linda (re-joining member) were first there in a beautiful Herald 13/60 convertible (owned by the family for 27 years?) and Royston and Becks were also new members who came along. Royston had messaged me earlier in the month to introduce himself and I was glad to see him at the meeting. A lot of people join the club but don't come to the meetings. Another returning member, Stuart (forgive me but I did not get your surname), came along towards the end of the evening and

knew a lot of the "old timers" from years before, so just fitted straight back in.

What's on in August? The big event is the Triumph and MG Weekend in Stafford on 19 - 21st August. I am planning to be there with a couple of other East Sussex members.

If anybody wants further info about events see me at the next meeting or drop me an email (email details can be found in the Courier) or make contact on my mobile no. 07833944847.

Geoff

West Sussex

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Hello hope you're all well, we had a fairly modest turnout of triumphs at our July monthly meet which included me, Martin and Nigel in our vitesse, Henrik and Derrek in their spitfires and John in his Bond Equipe.



Morgan has some exciting news that he has fitted his new 6 branch stainless steel exhaust manifold to his vitesse. Once the manifold was fitted he then went and got a custom made stainless exhaust from the manifold back made by Redhill classics and it sounds and looks mega with 2.5 inch tail pipes. He also got Redhill classics to add a 02 bung to the exhaust so now an air to fuel ratio gauge can be added for easy tuning so that's next on his to-do list. Morgan's vitesse has also got a bit of a new look as he is now using my old minilite wheels. The plan was to borrow my minilites so he can get his dunlop wheels refurbed but the minilites look so good they may be staying on for now.

Alan also had some good news that he has purchased a rebuilt 1500 engine to swap into his Herald. His current original engine is getting tired and burning oil so would ideally need a rebuild, so now is the ideal time to upgrade to the 1500 engine.

Alan was also on prom duty using the herald to drive his niece to prom. Alan also has some more good news that his triumph spitfire restoration is finally making some long awaited progress.



We'd love to see you at one of our meetings, we have a really great and welcoming group and also a very nice variety of Triumphs between us.

Many thanks,

George.

North Wales



North Wales

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Hi, everybody. June started off with the Classics at the College on the 4th, and Julia reported on this, as we were booked to go but could not. This event was held on Jubilee Saturday, and there was a lot of competition for attendance, so it was surprising that so many cars had turned up:- (maybe for the pre-run bacon butties, which are always really good). Unfortunately other commitments took away many of our group, but those that did go enjoyed the most brilliant run. Seventy miles of rolling Shropshire and Welsh hillsides, beautiful views and pretty much open roads:- perfect. The weather was good too, and apart from a short shower courtesy of a farmer in a neighbouring field giving passers-by on the road a dousing, the promised rain held off until

late afternoon. Hope House Hospice, who organise this event, certainly did everyone proud.

Friday 10th June saw two cars set off for Normandy, and this trip should have included Helena and Roger, but getting the Covid passes became a problem due to the time limit, so in the end it was only Julia, Alan, Glen and Barry who took the journey down to Portsmouth. Julia filled up with petrol in Winchester, but unfortunately broke down on the motorway and called the RAC, who got them going again. They were just one mile from the ferry terminal when they broke down again, and had to be low-loaded back home. They quickly turned around and used their Volvo to join Glen and Barry in Bayeux to much banter about the Stag. However, beautiful weather and interesting places to visit, plus a lovely hotel, made the holiday a winner.

Our monthly meeting on Tuesday 14th was a quiet affair, with apologies sent in from those in Normandy, plus Les, Helena and Roger. The new pin badges were issued to Tony, Gail, David, Mary and Keith, these being the only ones not having had them already. Following that, the MGOC affiliation was discussed, and the stumbling block as far as can be seen is that our meetings are held at the same location as "they who shall not be mentioned"! This is something that we, as a new group, will manage to get around. New club jackets were also discussed, so things are certainly coming together. David and Mary announced that the Merry Days Traditional Fair had raised £17,000 at the last count, that is marvellous. Jan showed the members the new Event List within the members area on the website, and explained its purpose, and it was agreed that it was a useful addition to the site:- she also showed them the alternative ways to view the club calendar. Future shows were discussed, and so this proves that we, as a new group, are certainly moving forward. So, with our new badges and flag we now have a proper identity.

On 22nd June our group were invited by the West Cheshire MG Club to join them on an evening run followed by a pub dinner, so some decided to attend. Warned that the MG Club's runs were frequently fast and furious they were prepared:- the weather was good and the run very enjoyable,

with some very narrow lanes and steep hills which added to the interest. Julia and Alan, in the Spitfire, were amongst the first to go (unintentionally she said), and found that keeping up with two speeding MGs quite a trial on occasions! A great evening, and many thanks to those who organised it.

The following Saturday, 25th June, was the Denbigh Carnival and Show, and this is just the type of show our members enjoy, supporting a good cause and lots to see and do. In spite of the forecast being sunny with showers, the showers were very few and the sun was definitely on its best behaviour. The highlight of the show was that Julia won the best car trophy with her 1990 VW Polo:- the judges comment was "We didn't think you'd win many trophies with her, but she does look good" Seemed a rather back-handed compliment, do you not think? Answers on a postcard, please.

Thursday 30th was our Lunch Run, this month organised by Neil Wallace. We all met at Chester Lakes for the morning teas and coffees, before setting off on a lovely run through some wonderful countryside, and some roads we had certainly not been up before. We were booked for lunch at the Lakeside Cafe at Manor Wood, and this was totally enjoyed, the meals were very good. Another great day in great company, with much chat and laughter.

That's about it for now. Please remember that we are now meeting at the same venue at the same time, 7.30 p.m. at the **Trevor Arms in Marford**, but that the day has changed, this now being the **first Thursday of the month**. We hope to see you there.

Forthcoming events:-

August

4th August:- Monthly meeting at the Trevor Arms, Marford.

13th August:- Wauns Carnival.

18th August:- Denbigh & Flint County Show.

19th - 21st August:- Triumph & MG Weekend.

25th August:- Lunch Run.

27th August:- Rossett Carnival.

28th - 29th August:- Prestatyn Run and Show.

September

1st September:- Monthly meeting at the Trevor Arms, Marford.

4th September:- Potteries Run.

25th September:- MGB60 - Gaydon, Warwickshire:-
www.mgb60.com

29th September:- Lunch Run.

Regards,

Helena & Roger.

Please Send Area News to:

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By 8th of each month - Thank you



South Wales - Wessex

South Wales

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Having not been around much this month owing to a holiday trip to Ireland some of this month's report may be subject to a bit of poetic license. As most of our readers are very used to the official news from 10 Doolittle Street being subject to the same rules or lack of thereof I'm sure there will not be a problem.

Thanks to all our area members getting their Standards and Triumphs out on the roads of South Wales and beyond as we managed to attend the Abergavenny Show on Saturday 4th June, Barry Festival of Transport on Sunday 12th June and Tredegar Show Saturday 18th June. Credit must go to Bern and son Jack who carry out much appreciated weather manipulation in order that these events can be attended without rain. It certainly appears that sacrifice of Asda frozen chickens around mid-night guarantees fair weather for the following day's car run or beer fuelled barbecue parties according to the neighbours.

Either way we have been very fortunate over the last events. The monthly meeting was well attended and an old friend Mike the Bass turned up bearing gifts with a boot load of his ex-Spitfire treasures from his many years of Triumph ownership. Jared pushed into the front of the queue to buy up lots of Herald parts for his Spitfire before Kalib could get there. Kalib was not put off as he was looking for Spitfire parts for his Herald and when they realised that these parts would sit on the shelf of their garage for the next 25 years without moving they decided to retire to the bar of the Lighthouse to celebrate all their bargains. Mike was well pleased as he could now afford to buy a Marshall and Fender Jazzman and get rid of the double bass he had been playing weddings with for the last 30 years. He sold his Spitfire a few years back simply to get a car the bass fitted in without the roof down.

By the time you read this I will have moved on from Spitfire ownership as I have regretfully sold my 1500 Spitfire SBL34S. I know it's gone to a good home and the bonus is that its new owner will potentially become new members of the South Wales Club. Not all bad news then. I can get my Stag on the road after a 4 year project rebuild and recommission.

If you are a Triumph owner in the South Wales area and are reading this, why not come and join us at any of our runs.



For the foreseeable future our meetings will be the **LAST WEDNESDAY** of each month due to the Lighthouse not being open on Tuesday evenings.

Al

Events upcoming for August

Sun 7th August Skewen Classic Car Show

Knoll Park Neath

Sat 13th August Porthcawl Lions Club Show

at Pyle Rugby Club

Sun 14th August Bridgewater Classic Car Show

Fri 19th - Sun 21st August Triumph Festival Weekend
Stafford

Sat 27th August Pontypridd Car Show, Memorial Park,
Pontypridd

Sun 28th August Clevedon Flower Show

Wessex

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The last club meeting was a bit depleted as the core of our members were at the Le Mans Classic. What I mean by depleted was one, me! As it was a pleasant evening, it was good to have a reason to get out; to pass the time, I took the opportunity to have a good look around the grounds of the Tyrrells Ford to see what you are getting for your money, as it is up for sale (don't think I will be putting in a bid!). After about half an hour I came on, so if anyone turned up later, sorry that I missed them.

Anyway here is a mini report from Trevor on the Le Mans classic, I expect it will be a talking point at the next meet;

"We had fantastic weather although it was a bit cold at night in our tents. Great company - everyone was in good spirits and a happy atmosphere. Two years in the waiting and very well worth it - here's to the next one.

The cars and racing were fantastic, overall very well worth the journey. Arnage corner provided its customarily good vantage point to view the sometimes over enthusiastic efforts of some drivers and the resulting spin offs.

Scooter boy is alive and well along with others providing the evening entertainment in Arnage. For those who do not know, this is the main drag through the town where those with the posh and not so posh cars like to pose (show off!), some more enthusiastically than others.

We renewed our patronage of our favourite bar in Arnage for breakfast and evening meal, with Pete doing a sterling job providing ham and cheese rolls for lunch.

The camping was up to its usual standard - in fact the facilities were improved over previous years. Still limited but they were kept clean; the main criticism this time was that the gas had run out by the end of Sunday so only cold showers were available on the last night.

The only real criticism being with the French highways agency and their "deviations" on the way down to Le Mans, causing us an additional 60 miles plus, and an extra 2 hour

West Midlands - Worcestershire



journey. No such problem on the way home using the motorways!"

The same weekend as Le Mans was the Bournemouth Bus Rally, with plenty of locally registered vehicles (RU & LJ), mainly Yellow Bournemouth Corporation busses (now privately owned). Dis-



appointed there was only one Hants & Dorset bus in the original green livery and



that was a single-decker; this was the main company between 1920 till 1983 when it changed to Wilts & Dorset. The other Bournemouth local was the Royal Blue which if you were lucky, would of been the start of your holiday (if you had sufficient funds). Several of these old ladies were offering free rides around the local area and all just for a donation towards the running expenses, which as we all know are going up by the minute! A good way to spend a few hours on a Sunday.

Breamore, 14th August, we will be at least 14 cars strong, maybe more, so a good turn out and every chance of winning "best stand" which we have achieved several times in the past; **Dorset Steam Fair, 25th - 29th August; Rustic Fayre, Potterne Park, Verwood, 29th August, organised by the Rotary Club of Verwood; Beaulieu Sept Auto-Jumble, 10th/11th Sept; Swanage Railway, 9th - 11th Sept; Classic Cars on the Proms, 4th Sept., 25 Sept.**

As with any of the dates I supply, please check for yourselves before committing, as things do have a tendency to change at short notice. Where possible, we will try to keep you updated via email.

Ringwood A31 & Homsley Bridge A35 are still causing delays, so pick your times carefully. keep smiling,

Martin

West Midlands

e-mail: heraldhabitat@gmail.com

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Hi Everyone. Things continue to go well at West Mids, we seem to be very well off for spitfires, Gt6s Vitesse.

Shawn and Lynne a herald 13/60 driver turned up in a very nice TR4a, one of 3 cars that that were valued under the TSSC scheme during the evening. There was a lovely vitesse convertible which I haven't seen before,

There has been a few drive out days organised by Wendy & Darren, including a trip to Bourton on the Water and the motor museum there, unfortunately I've seemed to have missed some.

Quite a few members attended the British Leyland/Club Triumph/ TR club/ Triumph 2000, 2.5 Register weekend at Gaydon, it was a great show just bit too hot for me.

It was decided by the regular zoom attenders that the number of meetings are to be reduced to one a month on the third Tuesday of the month, details available by the Facebook /WhatsApp groups, contact me if you want to be added.

We are still looking for a replacement area organiser and volunteers to help with other functions within the group.

Looking forward to the return to **Stafford for the TSSC & MG weekend in August a weekend not to be missed 19/20/21 August 2022**, contact me for information.

Cheers

Chris

Worcestershire

e-mail: vicky@richardddredge.com

Tel. 07745 299457

Well a delayed meeting because several of us were still on the ferry crossing the English Channel coming home from Le Mans and what a lovely weekend we had - plenty of alcohol, patisserie, tartarie and food - oh and some cars racing around a circuit of course, along with the associated merchandise (expensive I might add in some instances).

Anyway, looks like delaying the meeting had a good effect as 20 people turned up and 7 club cars with 2 new members turning up in their lovely primrose Vitesse, looking and sounding lovely. With the gorgeous weather we were able finally, to sit out on the patio and chat and have a laugh. One consolation, however, Vicky didn't have time to sort a raffle but at the time we should have been having it, Richard Stowe turned up, long time no see and Vicky immediately mentioned Le Mans Classic 2023 (21st anniversary) and the centenary of the Le Mans 24 Hr. So she was coercing members to sign up now because, as we all believe, it will probably be very much in demand. So if you weren't at the meeting and are thinking about it, speak to Vicky pronto!

Andy and Costa then started nagging me to get my finger out with the work on my Spitfire which, if I'm being honest, I have been dragging my feet a little and not because my floor pan is rusted away. Need to get my head in gear and get the things I want to do, done. Ok chaps!

No other news to report.

So next meeting is Monday, 1st August, so hopefully will see you then. Happy motoring, whatever car you may be in. TTFN

Stef

Please Send Area News to:

courier@tssc.org.uk

By 8th of each month - Thank you



North Yorkshire

North Yorkshire

e-mail: warrentr6@yahoo.co.uk

Tel. 07534 820155

Hello again, the year is rolling on and so far we seem to be getting out in our cars the show season is in full flow, highlight of this month was Squires Cafe car show run by York Historic Group a

good turn out of Triumphs along with one very special genuine TR8 this pulled in the crowds so will be asking Richard the owner to do a write up in the Courier on the History of his TR8.

I and others went down to the club event at the Great British Driving Experience Museum in Derbyshire a wet day but inside a very high standard of exhibitions, for those camping it must have been a wet weekend but they all seemed to be enjoying the cars and group friendship.



In July we are holding another meeting further North for members in that area so will give feedback on how this went in the next news letter.

Events we will be attending are:

Our monthly meetings at the Motorist, Hare and Hounds and North of York meeting details of venue will be emailed out.

Triumph & MG weekend 19-21 August

York Historic Car Show 18 September

North York's Steam Gala 22-25 September

If you know of any that would be good to attend please let me know?

Keith

Please Send Area News to:

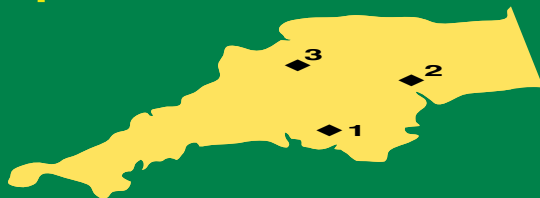
courier@tssc.org.uk

By 8th of each month - Thank you

2022 Tour of Devon Sunday September 4th 2022



**Organised by
Devon Area TSSC**



**A non competitive event that is run as a social get together.
Invites have been sent to all the local and national Triumph Clubs**

**Three start points all finishing in central Devon about 5pm
Each route will cover approximately 230 miles**

Start point 1 - 8am Tesco Lee Mill

Start point 2 - 8am M5 Services J30 Exeter

Start point 3 - 8am Torrington Old Bowling Green

Please register via email to sue@jassy.org.uk

Full details of the routes will be emailed in August





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**END OF SUMMER
CELEBRATION**

THE BANK HOLIDAY WEEKEND: 26-28 AUGUST 2022



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OUR CLUB'S EXCLUSIVE DISPLAY PACKAGE CODE IS: **005CCDP22**

the TSSC Herts & Beds Area

DUXFORD



ALL TRIUMPH & CLASSICS DAY

IWM Duxford
Jct 10. M11
Sat Navs use
CB22 4QR

SUNDAY September 4th 2022



Classic Car Entry 9 am till 12pm (mid day) don't be late

Event Entry Adults £20.00 each

Payment by cash only please (all will be sanitised)

Full site access till 6pm

TSSC Club Shop on site – TSSC Valuations

On site quotes from Peter James Insurance

Raffle & Refreshments Available

Covid rules of the Day will apply

Sorry, No Dogs, Stoves or BBQ's allowed

CAA Airfield Regulations

Entry via the main IWM carpark and signage

Contact Pete Lewis. 01582 750943

peter.h.lewis@ntlworld.com